

# GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.



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Diamond Rubber Goods  
Akron, Ohio

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# NATURAL ROUTES of TRADE and TRAVEL

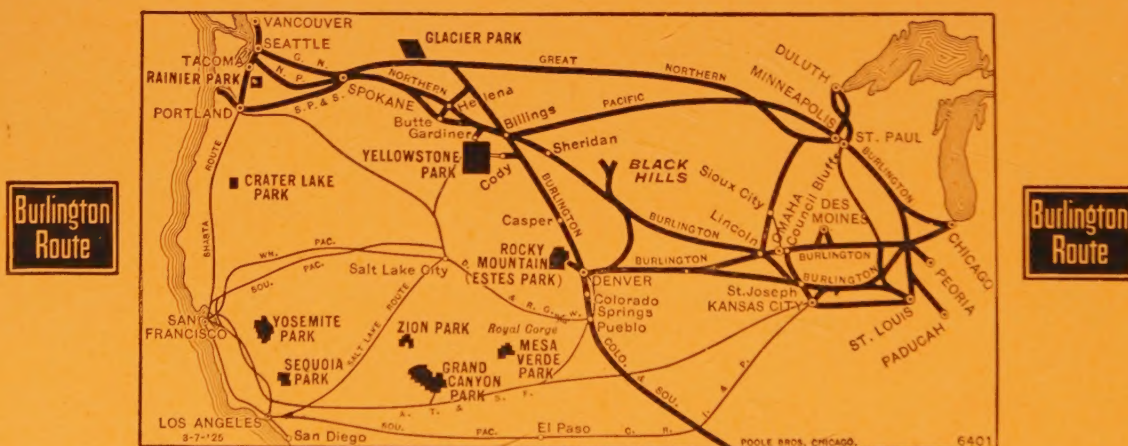
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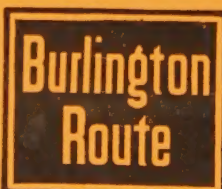
This greater system functions efficiently in the wide distribution and long distance exchange of regional products and in the operation of inter-terminal and trans-continental passenger service—all so essential to the growth of the broad West.

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Freight Traffic Manager  
Chicago



P. S. EUSTIS  
Passenger Traffic Manager  
Chicago



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

*HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.*

### AMARILLO, TEXAS.

Beasley Grain Co., J. N., grain and seeds.  
Great West Mill & Elevtr. Co., millers, grain dlr.s.\*  
Kearns Grain & Seed Co., grain, field seeds.\*  
Kenyon Grain & Seed Co., grain and hay.  
Stone, Lester, grain merchant.\*  
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Studabaker Grain & Seed Co., grain, hay, seeds.\*

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Basil Burns Grain Corp., grain merchants.  
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Grain Marketing Co., grain merchants.  
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Ratcliffe, S. M., commission merchants.\*  
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Townsend Ward Co., The, consignments.\*

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Lynch Grain Co., grain dealers.\*  
Thistlewood & Co., grain and hay.\*

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### CHICAGO, ILL.

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Bailey & Co., E. W., grain commission merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Brennan & Co., John E., grain commission merchants.\*  
Carhart Code Hardwood Co., grain commission.\*  
Chicago Grain & Salvage Co., salvage grain.  
Clement, Curtis & Co., members all exchanges.\*  
Cross, Roy, Eberhart & Harris, grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Harris, Winthrop & Co., grain commission.\*  
Hitch & Carder, commission merchants.\*  
Hoit & Co., Lowell commission, grain and seeds.  
Hulburd, Warren & Chandler, stocks, bonds, grain, etc.  
Lamson Bros. & Co., consignments solicited.\*  
Logan & Bryan, grain, stocks, provisions.  
McKenna & Dickey, commission merchants.\*  
Norris Grain Co., grain merchants.\*  
Rothschild Co., D., receivers and shippers.\*  
Rumsey & Co., grain commission.\*  
Shaffer Grain Co., J. C., grain merchants.\*  
Thomson-McKinnon, members leading exchanges.

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DeMolet Grain Co., receivers and shippers.  
Early & Daniel Co., grain, hay, feed.\*  
Scholl Grain Co., receivers and shippers.\*

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Bailey, E. I., shpr. grain, millfeed, oil and c. s. meal.\*  
Cleveland Grain & Milling Co., The, recvrs. & shprs.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*

### COLUMBUS, O.

Smith-Sayles Grain Co., The, buyers and shippers.\*

### CROWLEY, LA.

Lyman, C. W., broker corn, oats, feeds, hay.

### DAVENPORT, IA.

Davenport Elevator Co., receivers and shippers.\*

### DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.\*

### DENVER, COLO.

Grain Exchange Members.  
Ady & Crowe Merc. Co., The, grain and hay.\*  
Conley-Ross Grain Co., The, grain and beans.\*  
Denver Elevator, wholesale grain, flour, millfeed.  
Kellogg Grain Co., O. M., receivers and shippers.  
Farmers Union M. & E. Co., millers, grain mchts.  
Phelps Grain Co., T. D., wholesale grain.\*  
Rocky Mountain Grain Co., export and domestic grain.\*  
Summit Grain Co., The, wheat, corn, oats, rye, barley.\*

### DES MOINES, IA.

Board of Trade Members.  
Lockwood, Lee, broker.

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Board of Trade Members.  
Caughey-Jossman Co., grain and field seeds.\*  
Lapham & Co., J. S., grain dealers.\*  
Lichtenberg & Son, oats, corn, hay, straw.\*  
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### DULUTH, MINN.

Board of Trade Members.  
White Grain Co., receivers and shippers.\*

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Trusler Grain Co., grain merchants.

### FORT DODGE, IOWA.

Christensen, George, grain broker.

### FORT WORTH, TEX.

Grain and Cotton Exchange Members.  
Bewley Mills, flour milling.  
Burros Mill & Elevtr. Co., flour milling.  
Dorsey Grain Co., merchants—commission consignments.  
Ft. Worth Elevators Co., gr. merchants, pub. storage.  
Gladney Grain Co., consignments.  
Grain Marketing Co., grain merchants.\*  
Kimbell Milling Co., millers and grain dealers.  
Moore-Seaver Grain Co., recvrs., shprs., consignments.\*  
Morrow & Co., Jos., grain and cotton.  
Rogers Co., E. M., strictly bkg. and consignments.\*  
Service Grain & Comm. Co., bkrs. consgnmts., cash gr.  
Smith Bros. Grain Co., consgnmts-merchants.\*  
Terminal Grain Co., grain, hay, millfeed.\*  
Transit Grain & Com. Co., consignments, brokerage.\*  
Universal Mills, "Superior Feeds."

### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.  
Rothschild Co., S., grain, c/s products, rice, b/p.\*

### HUTCHINSON, KANS.

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Hutchinson Grain Co., mill orders.  
McReynolds, A. G., grain merchant.  
Southwest Grain Co., consgnmts., country run grain.

### INDIANAPOLIS, IND.

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Bingham Grain Co., The, receivers and shippers.\*  
Boyd Grain Co., Bert A., strictly brokerage & com.\*  
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Hart-Maibucher Co., grain merchants.\*  
Kinney Grain Co., H. E., receivers and shippers.\*  
Montgomery & Tompkins, receivers and shippers.\*  
Steinhart Grain Co., commission and brokerage.\*  
Witt, Frank A., grain commission and brokerage.

### KANSAS CITY, MO.

Board of Trade Members.  
Bruce Bros. Grain Co., consignments.  
Christopher & Co., B. C., kafir, feterita, mlo.\*  
Davis Grain Co., A. C., grain commission.  
Denton Hart Grain Co., consignments.\*  
Ernst Davis Commission Co., consignments.  
Lichtig & Co., H., kafir, mlo, screenings.  
Logan Bros. Grain Co., receivers and shippers.\*  
Moore-Seaver Grain Co., grain receivers.\*  
Norris Grain Co., grain merchants and exporters.\*  
Scoular Bishop Grain Co., receivers and shippers.\*  
Shannon Grain Co., consignments.  
Thresher Grain Co., R. J., grain commission.\*  
Uppdike Grain Corp., consignments.  
Vanderslice-Lynds Co., commission.\*  
Wilser Grain Co., consignments.\*

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Cranston-Liggett Gr. & Feed Co., corn, mixed feed.

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Farmer Co., E. L., brokers, grain and millfeed.\*  
Gordy Co., C. L., grain brok., hay, grain and mill feed.  
Wilson, John R., brokers-grain and mill feeds.

### LOUISVILLE, KY.

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Callaban & Sons, receivers and shippers of grain.\*  
Bingham-Hewett Grain Co., recvrs., shippers of grain.\*  
Kentucky Public Elevator Co., storers and shippers.\*  
Zorn & Co., S., receivers and shippers.\*

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Moon-Taylor Co., grain and hay brokers.

### McKINNEY, TEX.

Reinhardt & Co., wheat, corn, oats, malze.\*

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Merchants Exchange Members.  
Browne, Walter M., broker and com., consignments.\*  
Buxton, E. E., broker and commission merchant.\*  
U. S. Feed Co., grain, hay, millfeed.\*

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Froedtert Grain & Maltng Co., recvrs. and shippers.\*  
Kamm Co., P. C., grain shippers.\*  
LaBudde Feed & Grain Co., grain, feed, hay.\*  
Milwaukee Grain Com. Co., recvrs., grain and seed.

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Chamber of Commerce Members.  
Cargill Commission Co., grain commission.\*  
Cereal Grading Co., grain merchants.\*  
Davies Co., F. M., grain commission.\*  
Delmar Co., shippers.  
Fraser-Smith Co., grain merchants.\*  
Hubenthal, C. G., gr. mchts., oil meal, chicken feed.  
Hiawatha Grain Co., screenings.\*  
Malmquist & Co., C. A., receivers and shippers.\*  
Marfield Grain Co., grain commission.\*  
Sheffield Elevator Co., shippers of grain.\*  
Stuhr-Seldl, shippers grain and feed.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Zimmerman, Otto A., grain and feed.\*

(Continued on next page.)



# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

## NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

## NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.\*

## NEW YORK CITY.

Produce Exchange Members.

Abel, Joseph A., grain broker.  
Jones & Co., M. B., buyers—quote us.\*  
Knight & Co., grain brokers.  
Therrien, A. F., broker.

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Grain Exchange Members.

Acme Milling Co., millers & grain dealers.  
Hardeman-King Co., millers, grain dealers.\*  
Jackson Grain Co., grain merchants.  
Okla. City Mill & Elevtr. Co., millers, gr. dealers.\*  
Mashburn-Mullin Grain Co., grain and feeds.  
Scannell Grain Co., E. M., grain and feed.  
Stinnett Grain Co., grain merchants.\*  
Vandenburgh, Jesse, milling wheat.

## OMAHA, NEBR.

Grain Exchange Members.

Crowell Elevator Co., receivers, shippers.\*  
Roberts Grain Co., Geo. A., consignments.\*  
Taylor Grain Co., brokers.\*  
Trans-Mississippi Grain Co., receivers and shippers.\*  
United Grain Co., commission and brokerage.\*  
Udike Grain Co., milling wheat.\*

## PEORIA, ILL.

Board of Trade Members.

Cole Grain Co., Geo. W., receivers and shippers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.  
Luke Grain Co., grain commission.\*  
Miles, P. B. & C. C., grain commission.\*  
Turner Hudnut Co., receivers and shippers.\*  
Tyng Grain Company, receivers and shippers.\*

## PHILADELPHIA, PA.

Commercial Exchange Members.

Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Stites, A. Judson, grain and millfeed.\*

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Members Grain and Hay Exchange.

Hardman & Daker, grain, hay, millfeed.\*  
Harper Grain Co., corn a specialty.\*  
McCague, Ltd., R. S., grain, hay.\*  
Stewart & Co., Jesse C., grain and mill feed.\*

## PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

## ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., The, wheat, corn, oats.\*  
Gordon Grain Co., grain commission.\*  
Niedorp Grain Co., buyers-sellers of corn.\*

## SAN ANTONIO, TEX.

King, Douglas W., carlot distribtr. hay, grain, seed.\*

## ST. LOUIS, MO.

Merchants Exchange Members.

Dreyer Commission Co., feedingstuffs, grain, seeds.\*  
Hall Grain Co., Marshall, grain merchants.\*  
Hunter-Robinson Mfg. & Gr. Co., grain, feedstuffs.\*  
Langenberg Bros. Grain Co., grain commission.\*  
Martin Grain Co., grain commission.\*  
Martin & Knowlton Grain Co., grain merchants.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*

## ST. LOUIS, MO. (Continued.)

Picker & Beardsley Com. Co., grain and grass seed.\*  
Powell & O'Rourke Grain Co., buyers-sellers corn.\*  
Turner Grain Co., grain commission.\*

## SALT LAKE CITY, UTAH.

Nelson Co., Sterling H., shprs of select milling wheat.

## SIDNEY, OHIO.

Chambers, V. E., wholesale grain.\*  
Custenbolder & Co., E. T., buyers-sellers grain.\*  
Wells Co., The J. E., wholesale grain.\*

## SIoux CITY, IA.

Board of Trade Members.

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De Vore & Co., H. W., consignments, grain, seeds.\*  
King & Co., C. A., grain and seeds.\*  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain receivers, shippers.\*  
Zahn & Co., J. F., grain and seeds.\*

## TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.\*

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Board of Trade Members.

Bedell Elevator Co., milling wheat.  
Beyer Grain Co., grain merchants.\*  
Blood Grain Co., I. D., receivers and shippers.  
Harold Grain Co., J. R., consignments, mill orders.  
Smith McLinden Grain Co., wheat, corn, kafir, millfeed.  
Simonds-Shields-Lonsdale Co., receivers and shippers.  
Stevens Scott Grain Co., receivers and shippers.  
Wallingford Bros., milling and export wheat.\*  
Wichita Terminal Elevtr. Co., general grain and elevtr.\*

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Any of these Denver Grain Exchange Members will make it profitable for you to do business in Denver. Get in touch with them.

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*Wholesale Grain.*

**The Ady & Crowe Mercantile Co.**

*Grain, Hay, Beans.*

**Rocky Mountain Grain Co.**

*Grain Merchants—Export and Domestic.*

**Farmers Union Mlg. & Elev. Co.**

*Millers and Grain Merchants.*

*38th and Wynkoop Sts.*

**Denver Elevator**

*Wholesale Grain, Flour, Mill, Feed and Pinto Beans.  
We operate 30 elevators in eastern Colorado.*

**T. D. Phelps Grain Co.**

*Wholesale Grain and Beans.*

**O. M. Kellogg Grain Co.**

*Receivers and shippers of all kinds of grain.*

**The Summit Grain Co.**

*Receivers and shippers of all kinds of grain.*

*Elevators: Denver, Cheyenne Wells and Arapahoe, Colo.*

Board of Trade  
Members

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Board of Trade  
Members

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**Halliday Elevator Company**  
GRAIN DEALERS  
CAIRO, ILL.

## OATS

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Members

## PEORIA

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Members

**P. B. and C.C. Miles**

Established - 1875

Incorporated - 1910

**Peoria, Illinois**

Handling Grain on Commission Our Specialty

**W. W. Dewey & Sons**

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Receivers **GRAIN** Shippers

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## CIPHER CODES

We carry the following cipher codes in stock and can make prompt delivery.

Universal Grain Code, board cover...\$1.50  
Universal Grain Code, flexible leather 3.00  
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**GRAIN DEALERS JOURNAL**  
309 So. La Salle St. Chicago, Ill.

Grain Exchange  
Members

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**We Want Your Business**  
Ask for Our Prices

**The A. J. Elevator Company**  
ST. JOSEPH, MO.

**Hard and Soft Wheat Corn and Oats**  
Write, Wire or Phone Us

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**HARPER GRAIN CO.**  
Wabash Building  
*Modern elevator facilities  
at your command.*

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GRAIN and FEED  
Own and Operate the  
IRON CITY GRAIN ELEVATOR  
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Branch Office at Clarksburg, W. Va.

ESTABLISHED 1872  
**R. S. McCAGUE, Ltd.**  
Receivers and Shippers  
Corn, Oats, Hay and Mill Feed  
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Send Your Offerings to  
**JOSEPH A. ABEL**  
GRAIN BROKER  
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Want Offers  
Grain - Flour - Mill Feed  
Delivered Philadelphia  
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BUYERS—SHIPPERS  
Wheat—Corn—Oats  
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**CROWELL ELEVATOR COMPANY**  
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Consignments Solicited  
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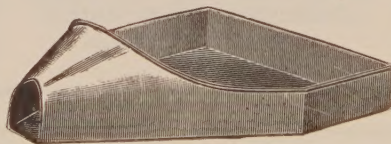
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**M. B. JONES & CO.**  
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**If You Have**

the interest of your  
market at heart,  
support it earnestly,  
help to advertise it  
thoroughly, and  
above all do not con-  
vey the impression  
that it is an indiffer-  
ent market by giv-  
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of advertising.

**E. H. BEER & CO., INC.**  
Successors to  
Chas. England & Co., Inc.  
GRAIN—HAY—SEEDS  
Commission Merchants  
308-310 Chamber of Commerce, Baltimore

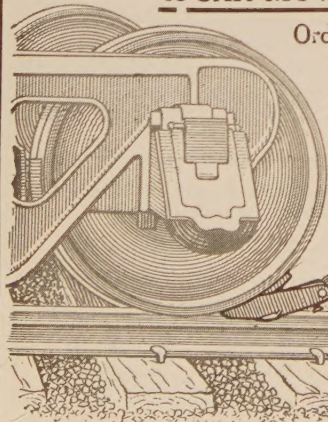
Chicago, Ill.—I feel that I can always  
depend upon the Grain Dealers Journal  
for full and authentic information on  
matters of interest to the elevator and  
grain trade.—F. C. Macgly, ass't general  
freight agent, A. T. & S. F. Ry.

**GRAIN SAMPLE PANS**

Made of sheet aluminum, formed  
by bending, reinforced around top  
edge with copper wire. Strong, light  
and durable. The dull, non-reflecting  
surface of the metal, which will not  
rust or tarnish, assists the user to judge  
of the color and detect impurities.  
Seed Size, 1½x9x11", \$1.65.  
Grain Size, 2½x12x16½", \$2.00.

Send All Orders to

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**A CAR-MOVER WITH THE "PUSH"**

Order one on 30 days' FREE

TRIAL. Freight both  
ways paid by us if you  
don't find it worth  
the price and  
then some.

Get  
it from  
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The New Badger  
ADVANCE  
Car-Mover Co.  
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Look for the word  
"New Badger"—it  
identifies our product

**Blow Your Grain  
Wherever You Want It**

—thorough simple permanent or portable pip-  
ing—no moving conveyors with wear and  
friction.

**Swift—Automatic—Non-Choking**

Won't Crack or Injure the grain. Removes  
dirt and moisture—the only right way.

**BERNERT BLOWER**

Write for  
Particulars

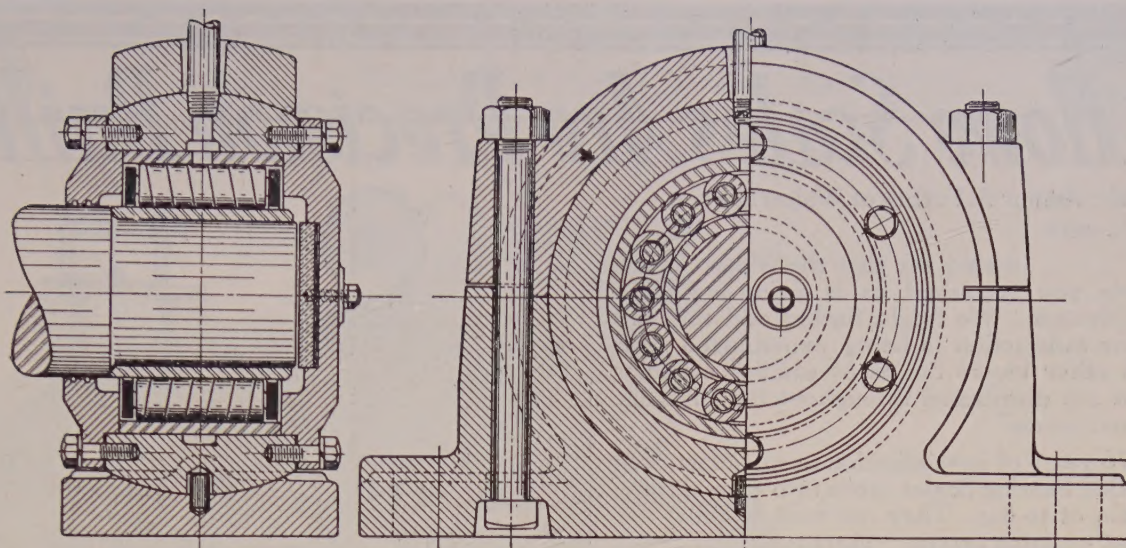
**Nu-Way Conveyor Sales Corp.**

Formerly Bernert Sales Corp.

3805 Center St.

Milwaukee, Wis.





Hyatt roller bearing assembled in ball and socket pillow block. This type of mounting is recommended for drive, head, tail, take-up, bend, snub and tripper pulley installations.

## Hyatt Roller Bearings In Conveyor Head Pulleys Lower the Cost Per Bushel of Grain Handled

THE Vancouver Harbour Commissioners, Vancouver, B. C., have equipped the 417 conveyor drive, head, tail, take-up, bend, snub and tripper pulleys of their Elevator No. 2 with Hyatt bearings.

The bearings are mounted in self-aligning ball and socket pillow blocks manufactured by The

Plessisville Foundry, Plessisville, Quebec, and Webster Inglis, Ltd., Toronto, Ontario.

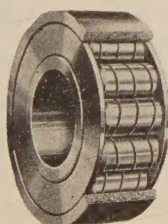
This is one of many notable grain, coal and ore handling systems in which Hyatt bearings have been installed in accordance with the above general design. Among the plants which have been equipped during the past two years with Hyatt bearing pillow blocks are the following:

Chateaugay Ore and Iron Co. . . . .	Lyon Mountain, N. Y.
H. C. Frick Coke Co. . . . .	Colonial Docks, Penna.
Montreal Harbour Commissioners' Grain Elevator "B" . . . . .	Montreal, Quebec
Montreal Harbour Commissioners' Grain Elevator No. 3 . . . . .	Montreal, Quebec
Ferry Station, U. S. Post Office Dept. . . . .	San Francisco, Cal.
Santa Fe R. R. Co. Grain Elevator . . . . .	Argentine, Kansas
South Chicago By-Products Coke Corp. . . . .	So. Chicago, Ill.
Vancouver Harbour Commissioners' Grain Elevator No. 1 . . . . .	Vancouver, B. C.
Vancouver Harbour Commissioners' Grain Elevator No. 2 . . . . .	Vancouver, B. C.

In some cases the use of these bearings has reduced the starting torque so much that it has made possible a reduction in the ply of the belt used, sufficient to pay the additional cost of the bearings from this saving alone. Replacements to belting will, of course, be made on the basis of such a reduced ply, thus materially lowering the maintenance costs. These larger bearings are of the greatest importance

to the continuous operation of a conveyor system. The durability of Hyatt bearings has protected the plants in which they operate from any shut-down loss which might otherwise have occurred from bearing failures.

Investigate the advantages of Hyatt bearings in belt conveyors. Our engineers are prepared to cooperate with you.



( Write for a copy of the Hyatt Conveyor Bulletin. It contains information of interest to conveyor users. )

**HYATT ROLLER BEARING COMPANY**  
NEWARK DETROIT CHICAGO SAN FRANCISCO  
WORCESTER PITTSBURGH PHILADELPHIA CLEVELAND  
CHARLOTTE MILWAUKEE



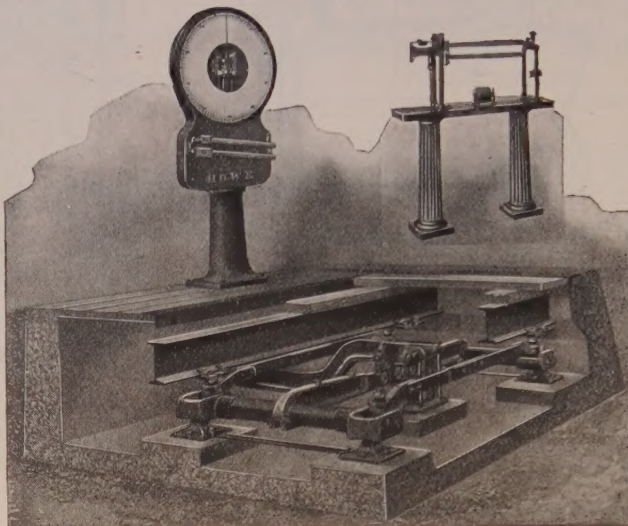
# Howe Scales Are Precision Built

Mr. Arthur S. Forbes of Walter Baker & Co. Ltd., says:

" . . . . would say that the Motor Truck Scale you furnished us is giving complete satisfaction. We might further add that the same satisfaction is being experienced with the other Howe Scales of smaller capacity that are distributed throughout our different departments"

76 years of specialization as manufacturers of Ball Bearing Scales goes into every Howe Scale of to-day. They are built to meet the most exacting service—users testimonials are proof of their superiority.

Howe Ball Bearing Scales are completely assembled, sealed and tested to capacity before shipping—that's why they give complete satisfaction.



Write our Engineering Department "B" for complete information on any type of scale you may require

## THE HOWE SCALE COMPANY

RUTLAND, VERMONT

New York  
Philadelphia

Cincinnati  
Atlanta

St. Louis  
Minneapolis  
Portland

Boston  
Pittsburg  
New Orleans

Cleveland  
Chicago

Kansas City  
San Francisco

52

## Humphrey Elevator

A Safety Belt Employees' Carrier

## The World's Standard

All belt elevators give valuable service. But the thing which has made the Humphrey Elevator the world's standard is its continued efficiency of operation year after year. The Humphrey's service records in hundreds of leading mills throughout the world stand as proof of the statement.

This reputation for efficiency and long service is of 38 years' experience in elevator building. A few features are:

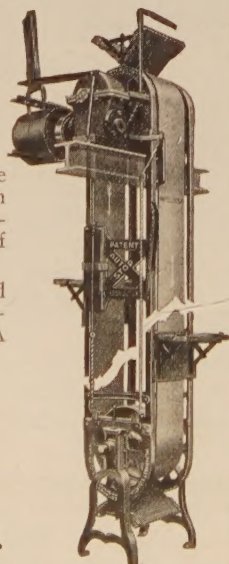
Driving mechanism a compact unit running in oil bath; electric silent chain drive; Humphrey Patented Automatic Safety Stop; quick, easy control.

Write for full details

**Humphrey Elevator Co.**

910 Division St., Faribault, Minn.

There is ONLY ONE GENUINE Humphrey Elevator



## Confirmation Blanks

### Simple-Complete-Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs and returns one and keeps the other.

This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate and two sheets carbon bound with pressboard and wire stitched, size 5¼"x8¼".

Order Form 6 CB. Price 90 cts.

## Grain Dealers Journal

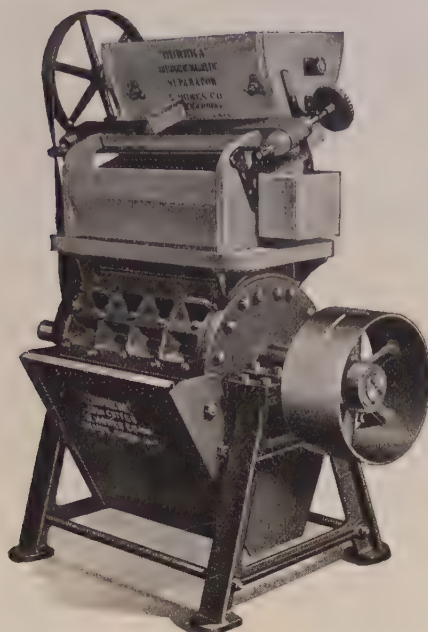
309 S. La Salle Street

CHICAGO, ILL.





"Eureka"—"Invincible" Grain Cleaning Machinery



"Eureka" Corn Cutter

## AN EXTRAORDINARY LETTER!

*Written to a Minneapolis feed manufacturer by a user of four "Eureka" Cutters.*

June 9th, 1925

"Gentlemen:—

In reply to your communication of May 28th, might state that we have three S. Howes Co. Cutters in operation at our Mill at the present time. Placed an order for another just yesterday.

This machine has given us the most satisfactory results in every respect. Superior to Rolls or Degerminators, produces a better grade of cracked corn in every respect.

Trusting the above information will be of some benefit to you, we remain,"

*The above was written by the world's best known poultry food specialists.*

Write for Bulletins No. 92 and No. 104.

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Bert Eesley,  
Box 363,  
Fremont, O.

Dwight Dill,  
700 North Winnetka Ave.  
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Geo. S. Boss, Grand Hotel, New York City.  
S. W. Watson, Osburn House, Rochester, N. Y.  
W. M. Mentz, Sinks Grove, W. Va.  
B. M. Estes,  
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Houston, Tex.  
Strong-Scott M'f'g. Co.,  
413 So. Third St.,  
Minneapolis, Minn.



# S. HOWES CO., Inc.

## INVINCIBLE GRAIN CLEANER CO. SILVER CREEK, N.Y.



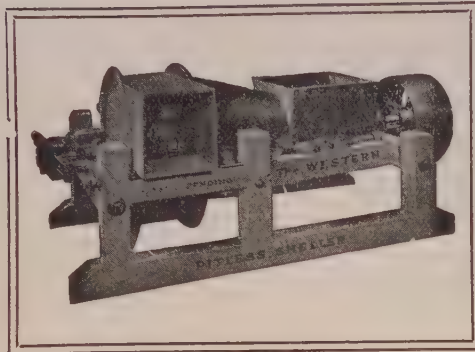
"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY

European Branch: 64 Mark Lane, London, E. C. 3, England.

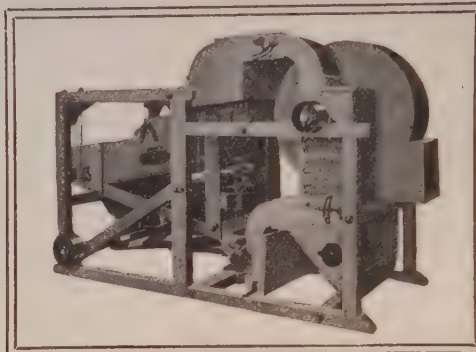


# WESTERN

## Grain Elevator Machinery Shellers and Cleaners

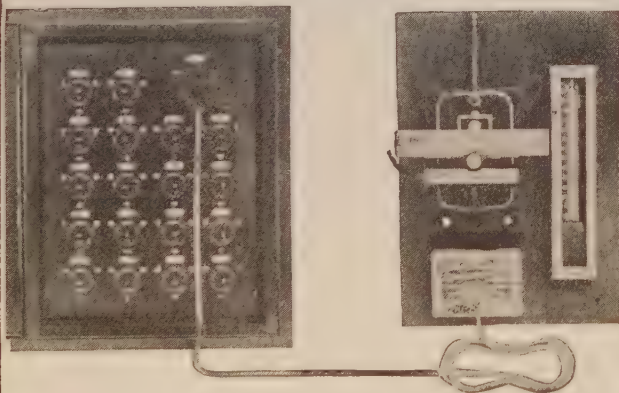


PITLESS SHELLER



GYRATING CLEANER

**UNION IRON WORKS - DECATUR, ILL.**



### The "ZELENY" Protects Your Grain

It is a simple device for testing the condition of grain stored in bins or tanks, by giving at all times the accurate temperature of the grain, not merely at the bottom and the top of the bins, but at intervals of five feet up through the bins. It saves you money by eliminating unnecessary turning of grain, which entails shrinkage, time, labor, power and wear on machinery; prevents bin-burned grain; increases working capacity of plants by saving time.

Further data will be furnished on request.

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#### A Few Zeleny Installations

Cargill Grain Co.  
Pillsbury Flour Mills  
Bartlett Frazier Co.  
Uddike Grain Co.  
Armour Grain Co.  
Larabee Flour Mills  
New Orleans Public Elevator  
Maney Milling Co.  
Buckeye Cotton Oil Co.  
Red Star Milling Co.

## ACCOUNTBOOKS FOR GRAIN DEALERS

**GRAIN RECEIVING BOOK Form 12 AA** is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 41 wagon loads and each book has 200 pages or spaces for records of 8,200 loads. The book is well printed, ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2¼ lbs.

**GRAIN SHIPPING BOOK Form 14 AA** is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial. Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of 2,250 cars, is printed on linen ledger, well bound in heavy canvas covers with keratol corners. Weighs 4 lbs.

**COMPLETE SET FOR \$6.50**

**GRAIN DEALERS JOURNAL**

309 So. La Salle Street, Chicago.



# MOHAWK



## RUBBER BELTING

For many years the **Standard Belting** for elevators.

Specify this belting when contracting Spto build or remodel.

Demand it when ordering direct.

**The Gutta Percha & Rubber-Mfg. Co.**  
 301 W. Randolph St. CHICAGO  
 New York, Boston, Philadelphia San Francisco Seattle

## UNIQUE VERTICAL BATCH MIXER



Mixes Quickly and Thoroughly  
 Simple to Install and Operate  
 Requires Little Power  
 Positively Cleans Itself

Here is a feed mixer that will efficiently and economically turn out well mixed soft dairy feeds and scratch grains for poultry—one that can be placed in any unoccupied corner of your plant with very little expense for remodeling or installing; and which is always ready to mix any class of feed your trade demands.

*Let us send you complete information. Write for Bulletin No. 32.*

**ROBINSON MFG. CO.**  
 42 Robinson Bldg. Muncy, Penna.  
 CHICAGO OFFICE—111 W. JACKSON BLVD.

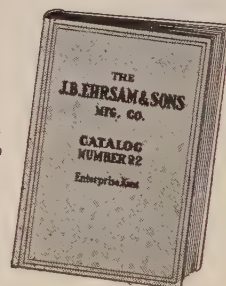


### LARGE STOCKS FOR PROMPT SHIPMENT

WHEN you are in a rush for Grain Handling and Milling Equipment, remember we are here to serve you—and quickly. Large stocks of standard parts always on hand and on special equipment, our service will surprise you.

### “EHR SAM” GRAIN HANDLING MILLING EQUIPMENT

GET  
THIS  
VALUABLE  
CATALOG  
FREE

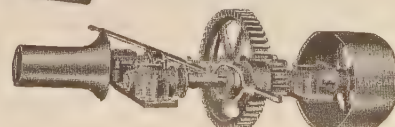
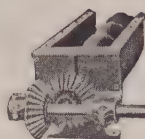
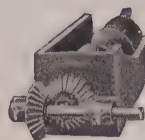


Every elevator and mill operator should have a copy of this valuable catalog. Besides showing the complete line of “Ehrsam” Grain Handling and Milling Equipment, it also contains data of much value to every operator. We suggest that you write for your copy today.

### J. B. EHR SAM & SONS MFG. CO.

ENTERPRISE, KAN.

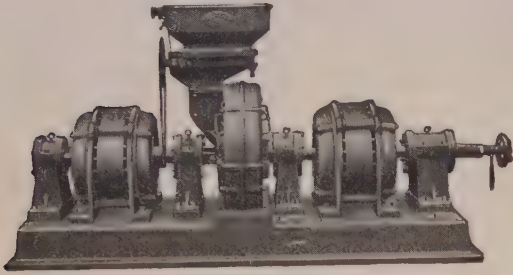
Manufacturers of Machinery for Flour Mills; Grain Elevators; Cement Plaster Mills; Salt Plants; Coal Handling and Rock Crushing Systems; Fertilizer Factories; Power Transmission, Elevating and Conveying Equipment.





## ARE YOU READY

to jump in with both feet and make the coming grinding season the best ever? Or is your equipment worn out or out-of-date so that you are handicapped in making the profit due you? In feed milling, as in everything else, your rewards are in proportion to what you put in it.



### MUNSON <sup>BALL BEARING</sup> ATTRITION MILLS

give you the most for your money so naturally your profits are in proportion.

Don't you think you at least owe it to yourself to get a copy of catalog 53, describing these money makers? It's free.

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213 Seward Ave.

Established 1825

Utica, N. Y.

#### REPRESENTATIVES:

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A. F. Ordway & Sons,  
Beaver Dam, Wis.

Strong-Scott Mfg. Co.  
Minneapolis, Minn.

A. D. Hughes Co.,  
Wayland, Mich.



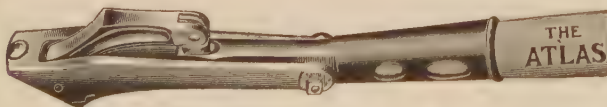
### FAWCUS Herringbone Gear Elevator & Conveyor Drives

Save 25% to 50% in  
maintenance and operating  
costs.

Gears enclosed in dust  
proof and oil tight cases with  
roller bearings.

*Efficient - Durable - Compact*

**FAWCUS MACHINE COMPANY**  
Pittsburgh, Penn.



### The Atlas Car Mover

*The Car Mover With Power*

When you put an Atlas under the wheels of a  
car there is never a question about moving it.

**Compound Action      Fully Guaranteed**

**The Best Car Mover on Earth**

**APPLETON CAR MOVER COMPANY**  
Appleton, Wisconsin

## WHAT DO YOU NEED?

to modernize your plant so it will minimize your  
labor and increase your profits? Is it here?

Account Books	Grain Tables
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Bag Closing Machine	Manlift
Bags and Burlap	Moisture Tester
Bearings { Roller	Mustard Seed Separator
Bearings { Ball	Oat Bleachers and Purifiers
Belting	Oat Clipper
Bin Thermometer	Oat Crusher
Boots	Pneumatic Conveying Equipment
Buckets	Portable Elevator
Car Liners	Power { Oil Engine
Car Loader	Power { Gas Engine
Car Mover	Power { Motors
Car Puller	Power Shovel
Car Seals	Radio Equipment
Cleaner	Railroad Claim Books
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Clover Huller	Sample Envelopes
Coal Conveyor	Scales
Corn Cracker	Scale Tickets
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Distributor	Self-Contained Flour Mill
Dockage Tester	Separator
Drain Circulating Pump	Sheller
Dump	Siding-Roofing { Asbestos
Dust Collector	Siding-Roofing { Steel
Dust Protector	Silent Chain Drive
Elevator Brushes	Speed Reduction Gears
Elevator Leg	Storage Tanks
Elevator Paint	Spouting
Feed Mill	Testing Apparatus
Fire Barrels	Transmission Machinery
Fire Extinguishers	Transmission Rope
Friction Clutch	Waterproofing (Cement)
Grain Driers	

Draw a line through the supplies wanted, and write  
us regarding your contemplated improvements or  
changes. We will place you in communication with  
reputable firms specializing in what you need, to  
the end that you will receive information regarding  
the latest and best.

### Information Bureau

Grain Dealers Journal, 309 So. La Salle St., Chicago



# Abreast of the times

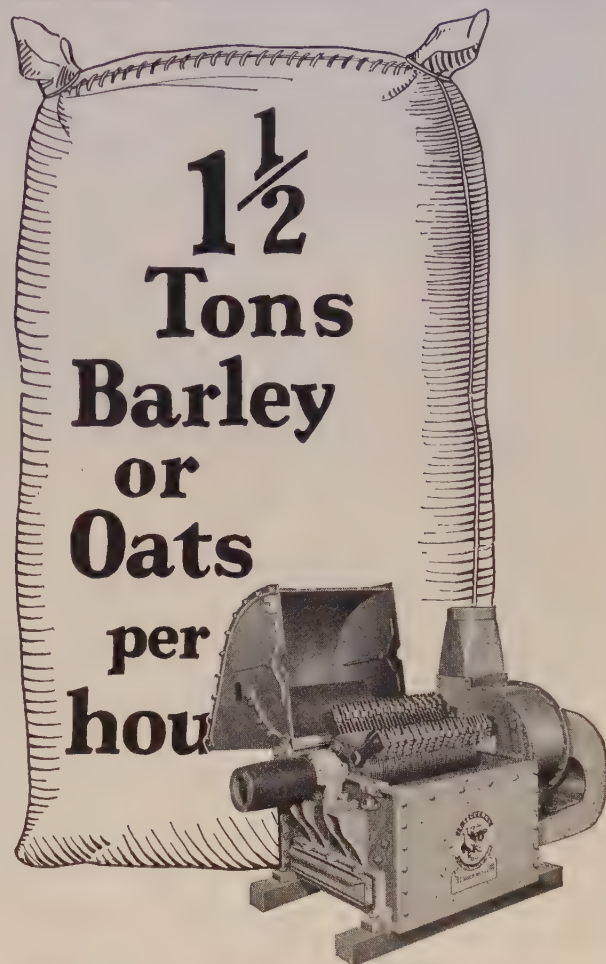
Grain dealers who keep abreast of the times know what the millers who buy grain are thinking and doing. This information can best be obtained by reading

THE MILLERS REVIEW  
and  
DIXIE MILLER  
Atlanta, Ga.

A MONTHLY JOURNAL DEVOTED TO MILLING, FLOUR, GRAIN

Sample copies to interested parties upon request

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## Quantity grinding that means Profit

WHIRLING! SMASHING! BATTERING! CUTTING! GRINDING!—the Jay Bee Mill plows its way through tons of material in one day.

The strength of a giant is in this sturdy machine. Its 16 edged hammers, revolving 3000 times per minute, tear the material to a fine meal. Figure the impact of these hammers for an hour and you can see how easy it is to increase your production up to the point where profits are big.

A successful custom miller, G. W. Sauder, of Sabetha, Kansas, writes us this . . . "as to the capacities that we are getting; we recently ground 50 bushels of newly threshed barley through a  $\frac{1}{8}$ " screen in less than one hour."

CAN YOU AFFORD to neglect the profitable business made possible by such volume production?

Write today for our catalogue

BOSSERT CORPORATION

Utica, N. Y.

# JayBee

CRUSHER—GRINDER—PULVERIZER

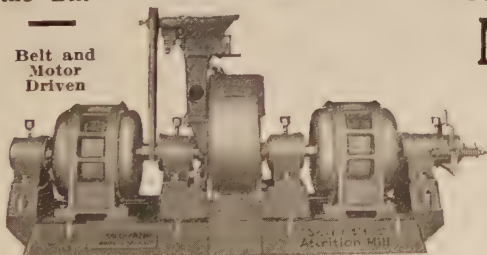
# The Bauer

**COSTS LESS PER HOUR**

Heavy Duty  
Attrition  
Mills

"The Mill  
that Fills  
the Bill"

Belt and  
Motor  
Driven



Accessible  
Interior  
Self Tram-  
ming  
Safety Quick  
Release

The Bauer Ball-Bearing Motor-Driven Attrition Mill

## Put Your Grinding Problems Up to Bauer

Bauer Attrition Mills are made by Attrition Mill Specialists who have made a lifetime study and world-recognized success in building Attrition Mills that increase the output, decrease milling costs and put the Grinding Business in the profit-making class. The Bauer Engineering Department is at your service without cost to you. Let Bauer solve your Grinding Problems.

Send for Catalog

THE BAUER BROS. CO.

506 BAUER BLDG.

SPRINGFIELD, OHIO

Makers of Bauer Attrition Mills, Corn Crackers, Cake Breakers, Centrifugal Reels, etc.





### McMillin Wagon & Truck Dump

Prepare to handle any style or length wagon that may come to your elevator, as the farmers are each year using more of the long coupled wide bedded wagons.

The McMillin dump handles any length wagon or truck, and they can be raised to any slope, even sufficient to discharge grain from the rough wagon beds without the necessity of getting in the bed and kicking or raking it out.

It will dump any length vehicle into one dump door. By extending the track the one device will dump into several dumps in a line in the driveway. Few, if any, changes required in your driveway as it has no connection with driveway floor.

All dumps equipped for operating by hand or power.

Two Horse Power Motor or 4" belt from other machinery is sufficient.

Address

**L. J. McMILLIN**  
525 Board of Trade Bldg.,  
Indianapolis, Ind.

### You'll Appreciate

- the Attractive Rates
- the Dining Facilities
- the Handy Location



### 500 Rooms

Room without Bath . \$2.00 and up

Room with Bath . . \$2.50 and up

Double Room and

Bath . . . . . \$4.00 and up

Room with two single

beds and Bath . . . \$5.00 and up

RESTAURANT-COFFEE SHOP

Service at all times 6 a. m. until midnight.

POPULAR PRICES

**Hotel Baltimore**

12th Street and Baltimore Ave.  
KANSAS CITY, MO.

## WHY-A-LEAK —STOP IT—

### BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

### THE KENNEDY CAR LINER & BAG COMPANY

SHELBYVILLE, IND.

Canadian Factory at Woodstock, Ontario

Greene, Ia.—I have always considered the Grain Dealers Journal one of the most important pieces of mail coming to my office. The valuable information it furnishes to country grain dealers has contributed largely to my successful conduct of the country grain business and I know it would prove helpful to any dealer who would give it thoughtful consideration.—J. R. Bratcher.



### STOP GUESSING

#### Buy Grain by Grade Samples

Your commission house will gladly furnish you with popular samples from actual sales of graded cars. Place these samples under glass

in a  
**GRADE TEST GRAIN SAMPLER**

"pocket size"  
Has open center compartment for load sample joining all graded samples. A dip of sampler into load you are buying tells which grade your load is in.

Ask your commission man for the Grade Test Grain Sampler. If he can't supply you send \$3.50 for one post-paid with the understanding you may return it in 30 days and get your money back if it does not save you ten times its cost.

Turner Brothers

-

Bladen, Nebr.

# THE VALUE

## OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

# What's Wanted?

The quickest way to supply your needs is to tell your wants to a sympathetic audience.

The "Wanted and For Sale" pages of the GRAIN DEALERS JOURNAL affords the largest and best medium to make your wants known.

Read what satisfied customers say:

"It pays to advertise in the GRAIN DEALERS JOURNAL. We have had several desirable replies to our Help Wanted ad."—Bloomington Mills, Bloomington, Ill.

"You need not insert our ad. again as we have found a buyer."—Hoerner Elev. & Mills Co., Lawrenceville, Ills.

"We have secured all the help we need from our adv. in the JOURNAL. We have probably received 40 or 50 replies, and are much pleased with results."—Clovis Mill & Elev. Co., Clovis, N. M.

The charge for such announcements is small—only 25c per type line. Try them. Supply your needs quickly.

## Grain Dealers Journal

309 So. La Salle St.

CHICAGO, ILLS.





Made by  
THE BOSSERT  
CORPORATION  
Utica, N. Y.

## Big Reduction in Price!

Now—big production enables us to make an amazing reduction in prices of

### The "Jay-Bee" Standard CRUSHER · GRINDER · PULVERIZER *Meets Your Every Requirement*

The best mill made for grinding anything that grows to any degree of fineness—oats, fine to superfine—whole wheat to whole wheat flour—bran to the fineness of middlings—screenings pulverized to lose their identity—alfalfa hay to alfalfa meal.

#### Lowest Power Consumption with Largest Profitable Capacity

Minimum floor-space required—small installation cost—lowest upkeep. Styles and sizes to meet every requirement. Write for full description and prices.

**J. B. SEDBERRY CO.,** 817-B-2 Exchange Ave.  
CHICAGO, ILLINOIS  
*Factory and Main Office, Utica, N. Y.*

## Purchase and Sale Contracts

is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his Purchases and Sales and determine almost instantly, whether he is long or short.

Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for—Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

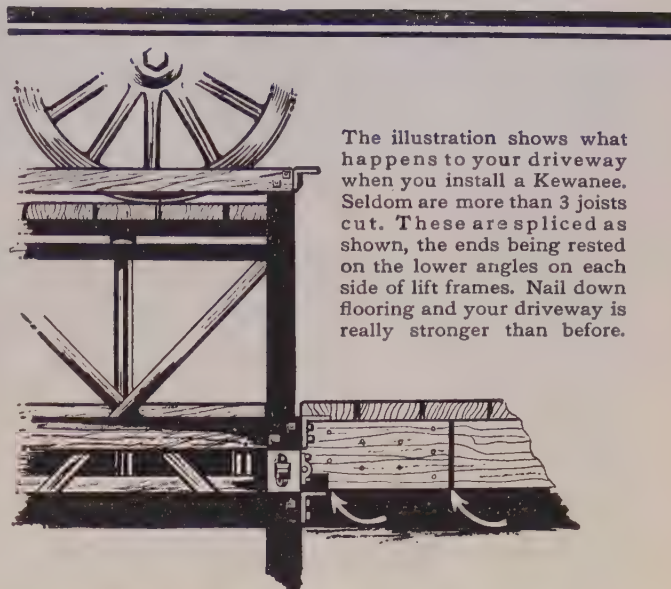
The right hand pages provide spaces for a record of contracts for—Sold as follows: "Date, To Whom, Bushels, Grade, Shipment, Price, By Whom, How and Remarks."

Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

The book contains 100 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in full tan canvas.

Order Form 18 P & S, price \$3.00 per copy

**GRAIN DEALERS JOURNAL**  
315 South La Salle St. Chicago, Ill.



The illustration shows what happens to your driveway when you install a Kewanee. Seldom are more than 3 joists cut. These are spliced as shown, the ends being rested on the lower angles on each side of lift frames. Nail down flooring and your driveway is really stronger than before.

## Kewanee All Steel Truck Lift *Strengthens your driveway*

When you install a Kewanee all steel Truck Lift you actually make your driveway huskier than it was before. And you don't need to tear out your driveway and buy expensive timbers. (See the drawing and explanation above).

That's only one of the reasons why the Kewanee costs less to install. There are truck dumping devices made that *seem* to cost less than a Kewanee. But if you will figure the complete cost, installed, you'll find the Kewanee costs less than any other reliable outfit.

*Ask your contractor what truck dumping device he would install in an elevator he was building for himself. Ten to one he will say "Kewanee."*

**Kewanee Implement Company**  
Kewanee, Illinois

Southwestern Distributors  
Fairbanks, Morse & Co., Kansas City, Mo.



## GRAIN ELEVATOR BUILDERS

**J. E. STEVENS**

53 Devonshire St. Boston, Mass.

Designer and Builder of

**MODERN GRAIN ELEVATORS****L. J. McMILLIN**  
**ENGINEER and CONTRACTOR of**  
**GRAIN ELEVATORS**

Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

**WHITE ★ STAR ★ CO.**  
WICHITA, KANSAS**10,000 SHIPPERS**  
Are now using**TYDEN**  
**CAR SEALS**

Bearing shipper's name and consecutive numbers.

Prevent  
**CLAIM LOSSES**  
Write for samples and prices**INTERNATIONAL SEAL & LOCK CO.**Chas. J. Webb, Vice President  
617 Railway Exchange Bldg., Chicago, Ill.**GRAIN and COAL ELEVATORS**  
**T. E. IBBERSON CO.**  
CONTRACTING ENGINEERS  
MINNEAPOLIS, MINN.**A. F. ROBERTS**  
**ERECTS**  
**FURNISHES**ELEVATORS  
CORN MILLS  
WAREHOUSESPLANS  
ESTIMATES  
MACHINERY

SABETHA

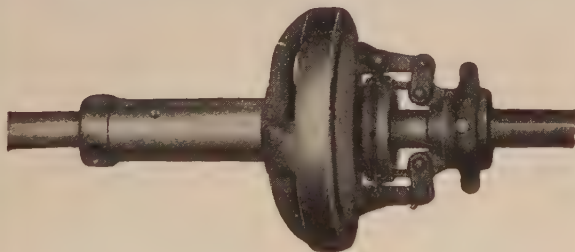
KANSAS

- First in Enterprise!
- First in Advertising!
- First in Circulation!
- First in News!

The Grain Dealers Journal

**Cover's Dust Protector**Rubber Protector. \$2.00  
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.**H. S. COVER**  
Box 404 South Bend, Ind.**PEERLESS OYSTER SHELL**  
**FOR POULTRY** Peerless Oyster Co.  
1507 Russell St., Baltimore, Md

Made from FRESH SHELLS Only

**THE BEYL**PATENTS FEB. 1920  
NOV. 1924  
DEC. 1924**Maximum Power—Minimum Cost**

This plate type, non-combustible friction clutch has but one adjustment and operates successfully on either high or slow speed duty.

Exposed parts encased where required. Write for booklet describing this powerful clutch. A trial will convince you that it is the ideal one for your elevator, mill or factory.

**Link Belt Supply Co.**

Manufacturers

Minneapolis - Minnesota

**Too Many Buyers**Read this letter received from  
**Cook Bros., Woodward, Iowa.**Grain Dealers Journal, Woodward, Iowa.  
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,  
**COOK BROTHERS.****Here are the ads referred to****MACHINERY FOR SALE**

FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

**DYNAMOS AND MOTORS**

We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

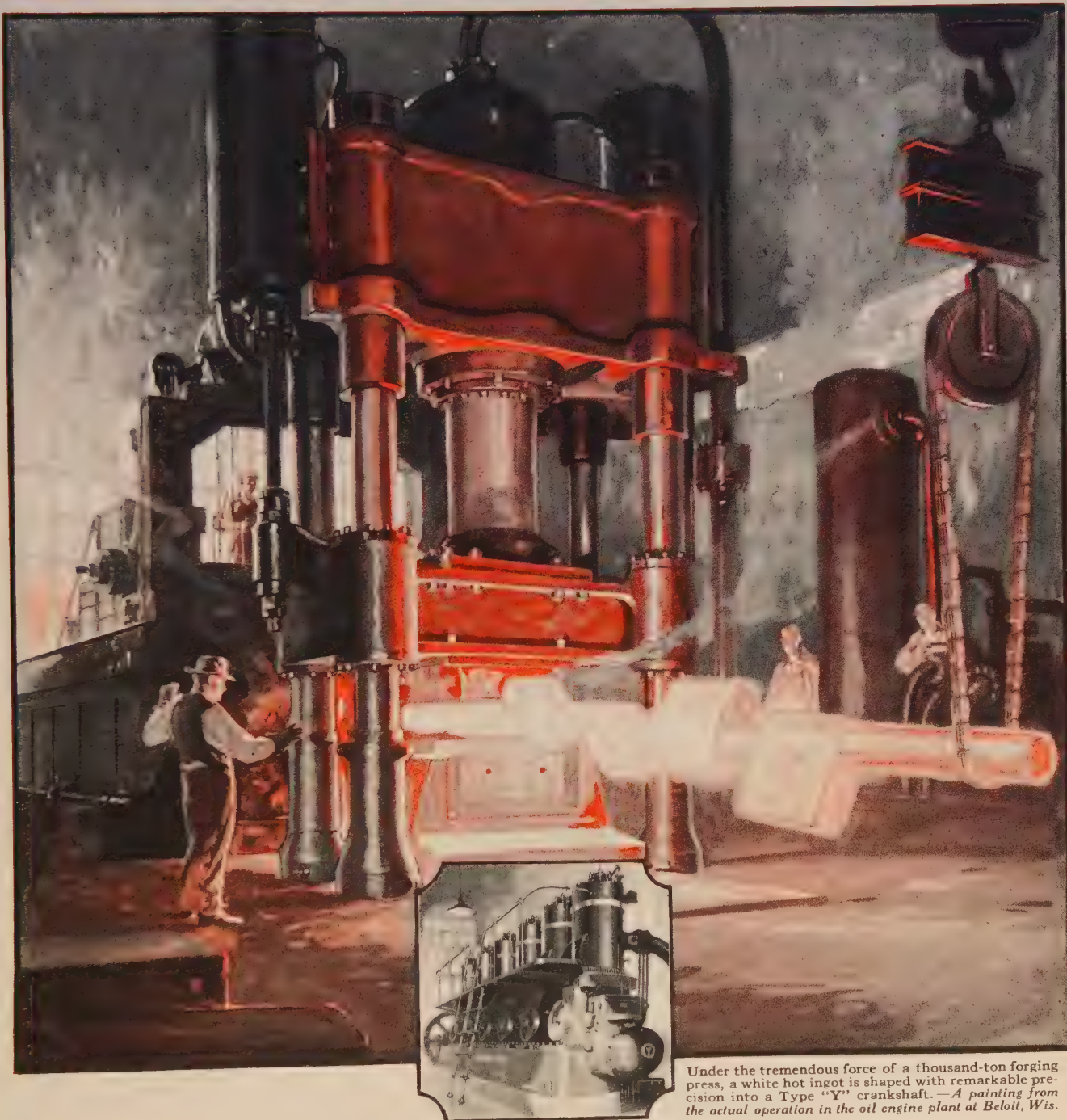
This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 25c per type line each insertion.

**SOME GRAIN DEALERS** have realized a fortune from the offerings others overlooked. Our advertising pages as well as our reading matter columns present real opportunities to alert readers. Better keep your eyes open and look around as the entire contents of the Journal are prepared especially for you.



# FAIRBANKS-MORSE TYPE 'Y' DIESEL



Under the tremendous force of a thousand-ton forging press, a white hot ingot is shaped with remarkable precision into a Type "Y" crankshaft.—A painting from the actual operation in the oil engine plant at Beloit, Wis.

## *The Product of Experience*

and Modern Facilities

The equipment and methods developed in building over 3,000,000 horsepower of internal combustion engines have led to unmatched manufacturing refinements in the Type "Y" Diesel Engine







# More worth per dollar -and why

The unequaled demand for the Type "Y" Diesel Engine has justified immense production facilities that are reflected in unprecedented *engine value*.

Dollars saved as a result of elaborate labor-saving equipment in the foundry and machine shop are spent for highest grade materials and highly skilled workmanship in the final machining, fitting and testing—those no-tolerance operations that mean smooth, faultless performance during years of faithful service.

To build a crankshaft that would pass the exacting physical tests that each Type "Y" crankshaft must undergo, it was found necessary to keep every manufacturing step, from ingot to finished crankshaft, under the direct control of the engineering staff that developed the Type "Y" Diesel.

Each ingot is first inspected and its forging and heat treating temperature is fixed by the chemical laboratory. The thousand-ton forging press, illustrated on the preceding page, then *presses* the shaft from the heated ingot, giving the steel a large amount of working and

producing a crankshaft that has been proved by actual test to be stronger and of finer texture. The shaft is next put through three scientifically controlled heat treating operations to further toughen the steel. As a final step, test bars are taken from each shaft and are subjected to rigid physical tests.

It was found that an ordinary lathe would not turn a perfect crank pin, and therefore the specially designed lathes illustrated below are used, in which the crankshaft is held stationary and the cutting tool travels around the pin. The result is a crank pin that is absolutely round and in perfect alignment with the main journals.

These operations are simply characteristic of countless manufacturing refinements that enter into the construction of an engine of superior design. They are the reasons for the proved dependability and remarkably low upkeep of the Diesel engine that has been more widely adopted than any other.

The interesting story of building a better Diesel engine is told in Bulletin 1040.



Specially designed lathes for turning crank pins

Today over 800,000 horsepower of Fairbanks-Morse two-cycle oil engines are in daily operation in industrial, power station and marine service. According to good authorities this compares favorably with the combined total of all other Diesel engine applications in America.

Type "Y" Engines are built in sizes covering all power needs from large demands down to requirements as low as 37½ horsepower. Complete catalog information will be mailed on request or one of our engineers will be glad to discuss your power problems.

**FAIRBANKS, MORSE & CO., Chicago**

Manufacturers • Oil Engines, Pumps and Electrical Machinery  
28 branches throughout the United States, each with a service station

## FAIRBANKS-MORSE Type "Y" Diesel

### THE PRODUCT OF EXPERIENCE





## GRAIN ELEVATOR BUILDERS

### Better Elevators

We have been building up-to-date elevators for 40 years and are prepared to build country elevators in wood or concrete at a reasonable cost. An inspection of any of the numerous plants which we have built will convince you that they are arranged so as to utilize all space to advantage and to facilitate operation with a minimum expense of power and labor. If you are interested in having such a plant, write us.

### Reliance Construction Co.

Board of Trade Indianapolis, Ind.

### YOUNGLOVE CONSTRUCTION CO.

Grain Elevators, Transfer Houses  
and Coal Pockets  
*Wood or Concrete*

Concrete Pits that ARE Waterproof

418 Iowa Building - Sioux City, Iowa

L. D. Rosenbauer, Pres.  
H. P. Roberts, V. Pres.

L. W. Ledgerwood, Sec.  
A. E. Owen, Supt. Cons.

### Southwestern Engineering Company

*Designers and Builders of*  
**MODERN MILLS,  
ELEVATORS and  
INDUSTRIAL PLANTS**  
SPRINGFIELD, MO.

C. T. Stevens

C. E. Roop

C. B. Barutic

**Stevens Engineering & Construction Co., Incorporated**  
*Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS*  
319 BUDER BUILDING ST. LOUIS, MISSOURI

### MACDONALD ENGINEERING CO

DESIGNERS AND BUILDERS OF  
**GRAIN ELEVATORS**  
San Francisco Chicago New York Toronto

### CRAMER BUILT

*is the mark designating the best in Grain  
Elevator Construction at normal prices*  
**W. H. Cramer Construction Co.**  
NORTH PLATTE, NEBR.  
*Plans and Specifications Furnished*

### S. E. DYSON

643 N. 4th St. Springfield, Ill.

*Contractor and Builder*  
**Grain Elevators**

### HICKOK Construction Co. MINNEAPOLIS ELEVATORS

### ★ ★ The Star Engineering Company ★ ★

Specialists in  
**Grain Elevator Construction**

Our elevators stand every test,  
Appearance, Strength, Durability  
and Economy of Operation.

*Estimates and information promptly furnished*

★ ★ **Wichita, Kansas** ★ ★

### ★ ★ WANT A JOB? ★ ★

Advertise in the "Situation Wanted"  
columns of the Grain Dealers Journal.

### GEO. A. SAATHOFF

*CONTRACTOR and  
ELEVATOR BUILDER*  
Mayer Hotel Peoria, Illinois

### HORNER & WYATT

*Designers of*  
**Flour Mills and Grain Elevators,  
Warehouses, Power Plants and  
Industrial Buildings.**

*Preliminary Sketches and Estimates,  
Valuations and Reports.*

New Board of Trade, Kansas City, Mo.

Tell us what you  
need for your  
Grain Elevator  
and we'll tell you  
where to get the  
latest and best.

### INFORMATION BUREAU

Grain Dealers Journal, 305 So. La Salle St.,  
Chicago



The Baltimore and Ohio R. R. Co.'s  
Baltimore, Md.

### Terminal Grain Elevator

Capacity 3,800,000 Bushels

*The Most Rapid Grain Handling  
Plant in the World*

Constructed by

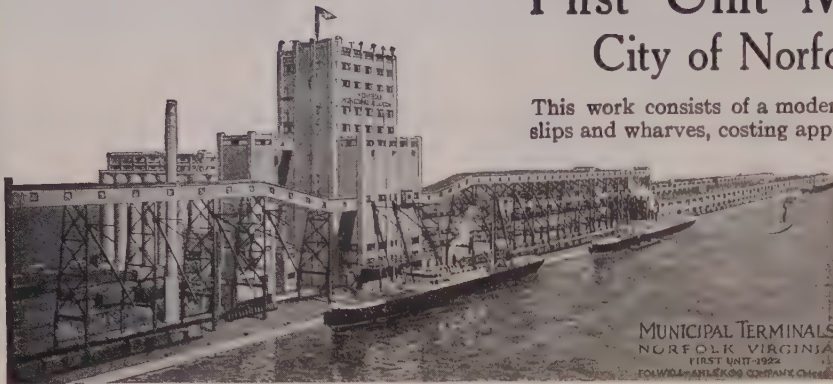
### THE M. A. LONG CO.

*Engineers and Constructors*  
Grain Elevator Department

Baltimore - Maryland



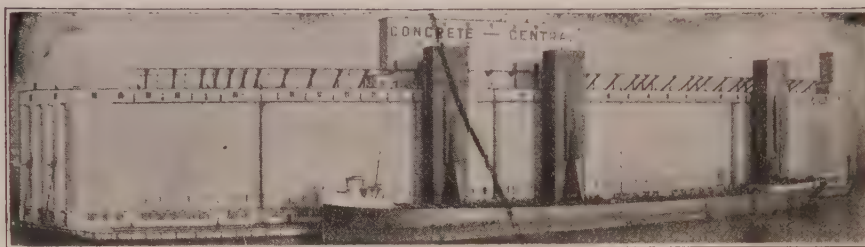
## First Unit Municipal Terminals, City of Norfolk, Virginia, U. S. A.



This work consists of a modern concrete grain elevator, piers, warehouses, slips and wharves, costing approximately \$5,000,000. It is being constructed in accordance with the plans and specifications and under the engineering supervision of

**Folwell-Ahlskog Co.**  
Engineers and Constructors  
Chicago, Illinois, U. S. A.

Operated by  
The Eastern Grain,  
Milland Elevator  
Corporation



Concrete-Central  
Elevator, Buffalo, N. Y.  
Capacity  
4,500,000 Bushels

Designed and Built by  
**Monarch Engineering Company**  
Buffalo, N. Y.

## The Most Modern Elevator in the World



This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

### Four Stewart Link-Belt Grain Car Unloaders

*Every day in every way we are designing and building better and better Grain Elevators  
We have built for many of your friends—Eventually we will build for you  
Why not now?*

**James Stewart & Co., Inc.**

Designers and Builders  
GRAIN ELEVATORS  
In All Parts of the World  
Grain Elevator Dept., W. B. Sinks, Manager  
1210 Fisher Building, Chicago, Ill.



## One of a Group of Elevators

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.  
The Saskatchewan Co-operative Elevator Co., Limited.  
The Grain Growers' Grain Company, Limited.

**THE BARNETT-McQUEEN  
COMPANY, LIMITED**

Designers and Builders of GRAIN ELEVATORS  
Offices: Fort William Ont., Duluth, Minn., Minneapolis, Minn.





Canadian Government Elevator  
Edmonton, Alberta  
Capacity 2,500,000 Bushels

OUR principal contracts during the last three years include Elevators for the

Bawlf Terminal Elevator Co., Ltd, at Port Arthur, Ont.  
Stewart Terminals, Ltd., at Port Arthur, Ont.  
Canadian Government, at Edmonton, Alta.  
Canadian Government, at Prince Rupert, B. C.

## Carter-Halls-Aldinger Company, Ltd.

General Contractors

720 Palace Building, - - Minneapolis, Minnesota  
515 Union Bank Building - - Winnipeg, Canada



## Kimbell Milling Company Elevator Fort Worth, Texas

Total capacity 800,000 bushels

First unit including headhouse with 550,000 bus. storage completed 1924; second unit of 250,000 bus. storage completed early in 1925.

Designed and Built by

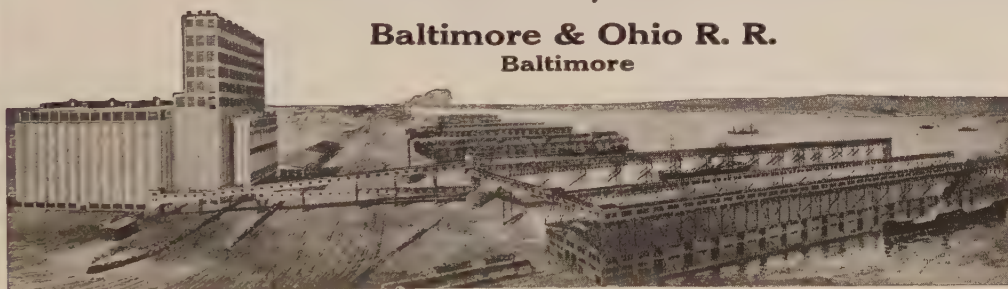
## Jones-Hettelsater Construction Co.

Grain Elevators—Flour and Feed Mills

706 Mutual Bldg. Kansas City, Mo.

*"A 1923 model that speaks for itself"*

Baltimore & Ohio R. R.  
Baltimore



## John S. Metcalf Co.

Grain Elevator Engineers

108 S. La Salle Street  
Chicago, Ill.

54 St. Francois Xavier  
Street

Montreal, Que.

also at

Melbourne,  
Australia

Buenos Aires,  
Argentina

Vancouver, B. C.

London,  
England

2,000,000 Bushel Elevator  
3,000 bbl. Flour Mill  
Office Building  
Power Plant  
Warehouses  
and other  
Buildings

Built by

## Fegles Construction Co., Ltd.

Minneapolis, Minn.

Ft. William, Ont.



State Owned Mill and Elevator, Grand Forks, N. D.



# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE

**FOR SALE**—Terminal elevator and Kansas Line. 250,000 bus. at half replacement value payments. Allin, Coffeyville, Kansas.

**NORTHERN INDIANA**—10,000 bu. iron clad elevator for sale, nearly new, with feed house attached. Lock Box 241, LaGrange, Ind.

**MINNESOTA**—30,000-bu. elevator for sale. Coal shed, feed shed, dump scale, automatic scale. All in first class condition. Address J. K. Jacobson, Farwell, Minn.

**N. W. MISSOURI**—Good 10,000-bu. elevator for sale in good town. Wheat in bins and wonderful corn prospect. \$7,500. Half cash if desired. Address 55R6, Grain Dealers Journal, Chicago, Illinois.

**CHOOSE YOUR ELEVATOR** from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

**CENTRAL ILLINOIS**—Public closing out sale of Heman Farmers' Co-operative Co. consisting of elevator, 2 residences, 3½ acres land and stock in trade at Heman, Ill., on Sept. 3, 1925. Excellent territory. Inquire R. F. McGrath, Warrensburg, Ill.

**INDIANA**—Well located elevator for sale in good city of 10,000, in heart of best farming district in Indiana. Good reason for selling and low price. Address 53Q31, Grain Dealers Journal, Chicago, Illinois.

**INDIANA**—An 80,000 bu. elevator for sale on Penn. R. R.; cribbed construction of 2/8", 2/6" and 2/4"; four railroads. Fine crop of wheat and oats and fine prospect for corn. Address 55P5, Grain Dealers Journal, Chicago, Ill.

**NORTHEAST NEBRASKA**—Fully equipped elevator and mill, warehouses, truck and wagon scales; buildings and machinery in good condition; two railroads; in one of the richest farming sections in the state; for sale or exchange for Western or Dakota land. Address 55Q21, Grain Dealers Journal, Chicago, Ill.

**THE WANTED-FOR SALE DEPARTMENT** of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

**ILLINOIS**—Wholesale and retail grain, coal, hay, flour, feed, seeds, etc., business of two units, the only elevators in the city.

Unit "A" grain elevator, low drive, iron clad, gasoline power, with feed grinder, warehouses, hay barn, coal bins, office, etc., on leased ground on Penn. line.

Unit "B" iron clad, electric power grain elevator with low drive, warehouses, hay barn, coal bins, office, etc., on private ground along B&O and SW RRs.

These are old established businesses merged. In a good town on 4 railroads and a hard road and priced to sell as we have another business to which we wish to devote all our time. Address 55N18, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

**INDIANA**—40,000 bu. iron clad elevator for sale. Address Box 347, Royal Center, Ind.

**NORTHERN ILLINOIS**—3 country grain elevators for sale with lumber yard attached. All in good repair. Address 51W2, Grain Dealers Journal, Chicago, Illinois.

### YOU MAY BE MISSING SOMETHING.

An ILLINOIS elevator company running a 3 line ad in one issue says: "We had 25 applications from that ad. Thank you."

**FOR SALE**—A good grain business in Mo. valley with country connections furnishing business. \$10,000 will handle and will take cash, securities or farm land. Sickness. Address 55R5, Grain Dealers Journal, Chicago, Ill.

**WE ARE OFFERING** for sale seven country elevators in Central Illinois, tributary to the Peoria, Chicago and St. Louis markets. These stations are doing a satisfactory volume of business and are all in good physical condition to handle this big crop of grain. Address 55R4, Grain Dealers Journal, Chicago, Ill.

**NORTHERN IOWA**—Two grain elevators for sale. One modern house handles around 200,000 bus. annually, also coal sheds. One handling around 125,000 bus., also coal. No competition. Priced right. Party going out of business. Write 55Q1, Grain Dealers Journal, Chicago, Ill.

**IOWA**—45,000 bu. elevator for sale; excellent condition; concrete coal house 14x70; corn crib 8x88; live town, nearest towns east and west 14 miles, north and south 7 miles; big territory; only live stock buyer; also carry feed lines. Must dispose of property before July 1st on account of ill. health. Write 54J1, Grain Dealers Journal, Chicago, Ill.

**NORTH CENTRAL INDIANA**—Good country elevator for sale, 35,000 bus. capacity, situated in good wheat, corn and oats belt, with coal bins and storage room for side lines, good retail business established. Fair competition. Station has previously handled over 400,000 bus. of grain per year. Moderate price, reasonable terms. Might consider Florida land in trade. Address 55N23, Grain Dealers Journal, Chicago, Illinois.

**BARGAIN IF TAKEN AT ONCE**—Someone is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

**WISHING TO RETIRE** from the grain business, I am offering for sale the plant at Keokuk, with fifteen country stations (or will sell part), located in Southern Iowa, extending as far west as Tingley, Iowa.

These stations are located in good grain territory and also cover the best timothy seed territory in Iowa.

These plants are all in good physical condition, and it is a very favorable opportunity for anyone who would like to go into the grain business. In payment for same would take part cash and balance in clear, income paying property.

O. A. TALBOTT, Owner,  
Keokuk, Iowa.

## ELEVATOR FOR SALE OR RENT.

**IOWA**—20,000-bu. cribbed elevator for sale or rent; good grain point. Address Malcolm Peterson, Pomeroy, Iowa.

## ELEVATOR FOR SALE OR LEASE.

**IOWA**—Elevator for sale or lease; first class condition; on C. M. & St. P. R. R. Address Chas. Barton, Manning, Iowa.

This is going some. You put my ad in one insertion the last issue in December. Have had 28 inquiries from it and sold it today to the second man who looked it over. Illinois dealer.

## ELEVATORS WANTED.

**WANT TO TRADE** for elevator, my 422 acres smooth valley land, San Luis Valley, Colorado, two miles R. R. town. Land clear encumbrance; elevator must be also. Address 55R2, Grain Dealers Journal, Chicago, Ill.

## ELEVATOR BROKERS.

**ALWAYS HAVE ELEVATORS** for sale. To save time, please state amount you wish to invest and location you prefer. James M. McGuire, 6440 Minerva Ave., Chicago, Ill.

## MILLS AND ELEVATORS FOR SALE.

**KANSAS**—Mill and Elevator for sale; well equipped mill, elevator and feed outfit with separate office building. Good grain country. Well located and doing business. Price \$5,200. Write 55Q8, Grain Dealers Journal, Chicago, Ill.

**CENTRAL INDIANA**—Three story brick, 75-bbl. N. & M. sifter mill, with 50,000 bu. elevator and coal sheds for sale; best wheat territory in state; private ground, N. K. P. road. Stand thorough investigation. A real opportunity. Address Sharpville Mill, Elevator & Coal Co., Sharpville, Ind.

## WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burke Co., Springfield, Ohio.

## SAMPLE ENVELOPES.

**SAMPLE ENVELOPES—SPEAR SAFETY**—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4½x7 inches. Have a limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.25 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.



## Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas line ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$4.50

## GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

## IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6½ inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7½x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer." Order Form 19 GT. Price \$1.75.

## GRAIN DEALERS JOURNAL

365 So. La Salle St. Chicago, Ill.

## Only One Way

to keep your business messages private and that is by using a grain code.

In selecting a code, you should avoid buying one so large you can't find what you want, or so small it don't cover the business.

## Universal Grain Code

Is just the code you need; a small book, 150 pages, containing 14,910 words covering your line of business and no two spelled near enough alike to cause an error. Three or four of these words will convey a long message that you would otherwise hesitate to send for fear of going into bankruptcy and no one would know their meaning without the code.

The price is only \$3.00.

Code words for the new U. S. wheat and corn grades are included.

## GRAIN DEALERS JOURNAL

309 So. La Salle Street, Chicago, Ill.

## HELP WANTED WITH INVESTMENT.

**WANTED**—Good manager for country elevator in north central Indiana who will pay cash for half interest. Elevator in good condition, situated in the heart of the corn, wheat and oats belt of Indiana, also good retail trade on side lines. If properly handled, will pay handsomely on investment. Address 55N24, Grain Dealers Journal, Chicago, Ill.

**WANTED**—A manager for a wholesale and retail flour, feed, grain, hay, coal and hard and soft wheat milling business with capital or security to handle a \$20,000 interest in the business. Property consists of a modern flour mill grinding hard and soft wheat, two elevators, warehouses, coal bins, offices, etc. In a good city on 4 railroads with transit. An old established business with a good trade. Health is the reason for offering. Address 55N17, Grain Dealers Journal, Chicago, Ill.

## SITUATION WANTED.

**WANTED**—Place as manager or assistant in elevator; 8 years' exp.; Ill. preferred. Address 55Q3, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR MANAGER** with fifteen years' experience wants position with Line Co. Reference furnished. Address 55R9, Grain Dealers Journal, Chicago, Illinois.

**MAN** with 10 years' successful exp. in country shippers end of grain business will be open for employment about Sept. 1st. Address 55Q7, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** as manager of a good grain business; twenty-five years' experience; best of references. Would buy an interest or lease a good point. Address E. A. Benedict, Oxford, Indiana.

**WANTED**—Position as manager Farmers Cooperative or Line Elevator; 4 years' experience; speak English and German; good bookkeeper; references; single, 28 yrs. old. Roy Rademaker, 430 W. Main St., Freeport, Ill.

**POSITION WANTED** as solicitor or manager of branch office or some good Farmers Elevator; 15 years' experience as manager country elevators. Best reference and can start work at once. Address 55R15, Grain Dealers Journal, Chicago, Illinois.

**POSITION WANTED** by experienced elevator man. At present well connected, but desirous of getting with large concern, southwest location preferred, but not essential. Best of references. Address 55Q13, Grain Dealers Journal, Chicago, Illinois.

**POSITION** wanted by married man with 12 years' experience in grain, coal and feed business. I now own half share in a grain business but have no wheat and very little corn at this point this year. Can furnish references. Address F. C. Machin, Hebron, Nebr.

**POSITION** wanted as second man for Farmers or Independent Elevator or manager of Line Elevator; No. Dak. only; 1 year's experience; 27 years old; Norwegian nationality. Can leave on 3 days' notice. Write, phone or write me at my expense. H. O. Hveem, Kongsberg, N. Dak.

**CASH GRAIN MAN**—Experienced in merchandising grain locally through Kansas, Oklahoma and Texas and from that territory to outside points, familiar with grain rates and grain accounting, would like to connect with good firm in primary market, large local or Line Elevator Co. working above trade, or with the grain, traffic or accounting department of mill. Write 55Q-26, Grain Dealers Journal, Chicago, Ill.

## PARTNER WANTED.

**YOU CAN SECURE** a partner if you make your wants known to the grain trade through the Partners Wanted column of the Grain Dealers Journal.

## MACHINES WANTED.

**WANTED**—Used Richardson bagging scale. Also Union Special Sewing Machine. Address Hart Bros., Saginaw, W. S., Michigan.

**WANTED**—Corn and Grain Cleaner. Corn capacity 250 to 350 or 400 to 600 bushels per hour. L. J. McMillin, 525 Board of Trade Bldg., Indianapolis, Ind.

**WANT TO BUY** three-pair high feed mill, hammer mill, corn grader, sheller, cleaner; in fact, machinery for complete feed plant. Burton Hill, 819 E. 6th St., Topeka, Kansas.

**WANTED**—One corn sheller, capacity four to six hundred bushels. One hopper scale, capacity hundred and fifty bushels. Address The O & M Seed Co., 6014 Euclid Ave., Cleveland, O.

**PLEASE DISCONTINUE** our ads in the Journal—results entirely satisfactory. Indiana Dealer.

## ENGINES FOR SALE.

**40 H.P. FAIRBANKS-MORSE** Kerosene Engine for sale, \$250. Address Bad Axe Grain Company, Bad Axe, Michigan.

**GAS ENGINE**—30 h.p. Stover, excellent shape. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

**GASOLINE AND OIL ENGINES** of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

## ENGINES WANTED.

**WANTED**—One 30 or 40 H. P. gas engine. Must be in good condition. Address 55R8, Grain Dealers Journal, Chicago, Ill.

**WANTED** to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

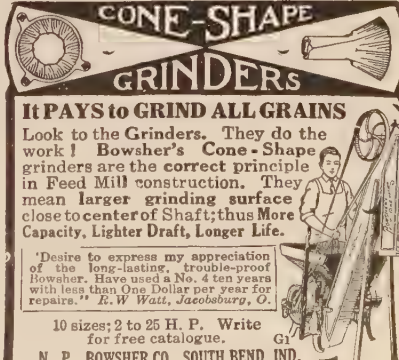
## SCALES FOR SALE.

**FOR SALE**—One 4 bu. Richardson and two Richardson 8 bu. automatic scales. All self compensating; fine condition. One 8 bu. Avery; one R. R. track scale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

## SCALES WANTED.

**WANTED**—4-bu. Self-Compensating Automatic Scales. L. J. McMillin, 525 Board of Trade Bldg., Indianapolis, Ind.

**WANTED**—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.



**CONE-SHAPE GRINDERS**

**IT PAYS TO GRIND ALL GRAINS**

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

'Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs.' E. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue.

**N. P. BOWSHER CO., SOUTH BEND, IND.**



## MACHINES FOR SALE.

**FIVE RICH RING GRATERS**, ten rings to a machine, excellent condition, cheap. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

**REPLY REGARDING MY AD.** I received twelve answers from the first appearance. In fact, sold machine to first inquirer—could sell a carload of them from one insertion.—C. A.

## ATTRITION MILL.

Two 36-in. Bauer Ball Bearing Attrition Mills cheap for quick sale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

**FOR SALE**—One No. 2 60" Richardson Simplex Dustless Grain Cleaner. Full sieve equipment. Used one season. In tip-top condition, as good as new. \$500 will buy. Nashua Grain Co., Nashua, Minn.

**FOR SALE**—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

**FOR SALE**—Clipper Seed Cleaner with double stand of elevators, air regulator, etc. One Fairbanks-Morse 3 h.p. motor. All good as new. Low price for quick sale. Address Fayette Grain Co., Connersville, Ind.

**WE HAVE A NEW** Big Four Joliet Corn Sheller for sale which has never been installed. We do not know what this sheller is worth on today's market but will consider reasonable bid. J. L. Walker & Co., Columbus, Miss.

**FOR SALE**—New Stover Distillate Semi-Diesel Engine, 16 H.P. Also 12 H.P. Stover at half price. Monitor, Cleaning machines, belting, shafting, pulleys, scales, etc. The Adams Seed Co., Box 306, Decorah, Iowa.

**FOR SALE**—1 Barnard & Leas Wheat Cleaner, size 60, capacity 800 bushels hour.

1 Ehrsmann Roller Mill with three sets of rolls. Size of rolls 9 by 24.

Machines in good condition and priced right. Berthoud Farm Products Co., Berthoud, Colo.

**FOR SALE**—220 ft. 24" 5 ply Special Elevator Belt, bolt holes for bucket staggered, punched every 13"—4—1/4" hole 3" center to center. New belting, never used. Also 25 new 11x7—14 Gauge Salem Elevator Buckets. Attractive price, quick sale. Address J. P. Gibbons Grain Company, Kearney, Nebraska.

**HAVE NO KICK COMING:** Cancel ad. We are so flooded with replies that we will be kept busy for months to come. We certainly were glad to know that every morning brought us queries for our equipment and always in their letters they would say that they noticed the ad in the Grain Dealers Journal. It is a great thing for us as long as we can supply the demand.—E. J.

## REAL BARGAINS.

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty. Write us without delay.

W. R. Leathers, Mgr.

9 S. Clinton St. Chicago, Ill.

## MACHINES FOR SALE

**SHELLERS**, Triumph A and B, never uncrated, bargain, also repair parts. L. F. Perrin, Box 375, Port Huron, Michigan.

**FOR SALE**—One 5-apron, 48-inch, Richardson Separator. Also one Northwestern Separator. Address Crown Elevator Co., Flour Exchange, Minneapolis, Minn.

## ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper, including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Mo.

**FOR SALE**—18-in. Unique ball bearing belt driven attrition mill; one 22-in. Unique ball bearing electric motor driven 2-15 h.p.; one 24-in. Unique ball bearing 2-20 h.p., direct connected motors. All in good condition. Address Lock Box No. 8, Cedar Rapids, Iowa.

**THE BEST WAY** to dispose of anything is to advertise it. You may have something to sell or trade which would be of advantage to many who are unaware of the opportunity offered because you are not letting it be known to our subscribers through the columns of this publication.

**EQUIPMENT BARGAIN**—We offer at exceptional prices the following elevator equipment f. o. b. any point on our line:

- 1 Drier.
- 1 No. 11 Monitor Clipper.
- 1 Howes Cleaner.
- 2 Car Pullers.
- 1 Fairbanks Bagging Scale.
- 10 Fairbanks Hopper Scales.
- 10 Shovel Machines.
- 2 35 H.P. Silent Chain Drives.
- 1 3 H.P. Air Compressor.
- 1 150 H.P. Tudor Boiler.
- 2500 Lineal Feet 22 in. canvass Leg Belt and other miscellaneous elevator items as well as 32 Motors ranging from 1/30 H.P. to 100 H.P. Write Purchasing Department, Big Four Route, 128 East Sixth St., Cincinnati, Ohio.

## FUNNY EXPERIENCES.

## FUNNY STORIES WANTED.

Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, Grain Dealers Journal, Chicago, Ill.

## HAY FOR SALE.

**BALED HAY** for sale, Wild and Timothy. E. W. Nelson, Danvers, Minn.



## HAY SPECIALISTS

## Bargain Sale in Soiled and Shelf Worn Books.

One Railroad Claim Book containing 100 sets for loss of weight in transit and index. \$1.50 and postage. Order "Special 411-A."

Tripling Grain Ticket Book; binding damaged in reshipment. Price \$1.50 and postage. Order "Bargain 19 G. T."

Clark's Double Indexed Car Register—One copy of a quick index to records of all cars handled, \$1.75 and postage. Order "Soiled 42."

Two Railroad Claim Books containing 100 sets of claim blanks for overcharge and index. \$1.50 each and postage. Order "Special 411-E."

Grain Receiving Register, for recording wagon loads of grain as received; 200 pages; space for 8,200 wagon loads. Slightly soiled—used as printer's sample. Price \$2.00 and postage. Order "Special 12AA."

Gas Engine Handbook, by E. W. Roberts, contains many useful rules and hints of value to the operator of a gas engine. Size 3 1/2 x 5 1/2, 264 pages, bound in leather. Shelf worn. Weight 6 ozs. Price \$1.00 and postage. Order "Gas Engine Special."

One Double Indexed Car Register, used to advantage by receivers and carlot shippers. Through its use any car may be found instantly. The double pages are ruled vertically so as to provide a column for each digit. This form contains space for 12,000 cars. Order "No. 40, Special," price \$2.00.

GRAIN DEALERS JOURNAL,  
309 South La Salle St., Chicago, Ill.

## Duplicating Wagon Load Receiving Book

Hauler	Cross	Tare	Net	

This book is designed to facilitate the work of country buyers during the busy season when each farmer is hauling a number of loads at a time. The above illustration shows the left hand side of the sheet which remains in the book. The outer half has the same rulings, but is printed on the other side of the sheet, so that when sheet is folded back on itself, and a sheet of carbon is inserted, an exact duplicate will be made of each entry. Each page has room for 33 loads and is machine perforated down the middle so outer half may be torn out and given to the farmer or sent to headquarters of line company.

The book is 12x12 inches, check bound with canvas back, contains 225 leaves ruled both sides, and nine sheets of carbon.

Order Form 66. Price \$3.00. Weight. 4 lbs.

Grain Dealers Journal

309 So. La Salle St. Chicago, Ill.



## SEEDS FOR SALE—WANTED

### Directory

#### Grass and Field Seed Dealers

##### BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchants.

##### CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

##### COBURG, IOWA.

McGreer Bros., whse. seed corn our specialty.

##### CONCORDIA, KANS.

Bowman Seed Co., field seeds.

##### COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

##### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.  
Crawfordsville Seed Co., seed merchants.

##### INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

##### KANSAS CITY, MO.

Rudy-Patrick Seed Co., field seed merchants.

##### LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

##### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
Kellogg Seed Co., field and grass seeds.  
North American Seed Co., wholesale grass & field seeds.

##### MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seed merchants.  
Northrup King & Co., field seeds.

##### ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

#### SEEDS FOR SALE—WANTED.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds for Sale—Wanted" columns of the Grain Dealers Journal, Chicago, Ill.

### Universal Grain Code

Designed especially to reduce the telegraph tolls, to prevent expensive errors and to protect the business of grain dealers and millers. Its 150 pages contain 14,910 code words and no two spelled near enough alike to cause an error. Includes Supplement of code words for the new Federal wheat, corn and oats grades.

Code is 4½x7 inches, printed on policy bond, bound in black flexible leather. Price \$3.00.

You can greatly reduce your telegraph tolls by using the Universal. Try it.

**Grain Dealers Journal**  
309 So. La Salle St. Chicago, Ill.

**ED. F. MANGELSDORF & BRO.**  
Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder  
Seeds, Sudan Grass, Soy Beans, Cow Peas  
First and Victor Streets St. Louis, Missouri

**COURTEEN SEED COMPANY**  
MILWAUKEE, WIS.  
WEEKLY PRICE LIST ON REQUEST



**CRAWFORDSVILLE SEED CO.**  
**FIELD SEEDS**  
CRAWFORDSVILLE, INDIANA

**North American Seed Co.**  
WHOLESALE GRASS & FIELD SEEDS  
Milwaukee, Wisc.  
"THE HOUSE OF QUALITY"

**KELLOGG**  
SEED COMPANY  
MILWAUKEE, WISCONSIN  
FIELD AND GRASS SEEDS

**The J. M. McCullough's Sons Co.**  
**BUYERS—SELLERS**  
**Field and Garden Seeds**  
Cincinnati - - - Ohio

**Crabbs Reynolds Taylor Company**  
CRAWFORDSVILLE, INDIANA  
Buyers and Sellers  
CLOVER AND TIMOTHY SEED—GRAIN

### You Can Sell— Your Elevator

by advertising directly  
to people who want to  
buy, by using a

**Grain Dealers Journal**  
**Want Ad.**

**LOUISVILLE SEED COMPANY**  
Incorporated  
Louisville, Ky.  
Headquarters for  
**RED TOP AND ORCHARD GRASS**  
BUYERS AND SELLERS  
OF ALL VARIETIES

**MINNEAPOLIS SEED CO.**  
MINNEAPOLIS, MINN. 4  
We are Buyers and Sellers.—TIMOTHY CLOVERS  
MILLETS, Grass Seeds and Seed Grains  
Send samples for bids. Ask for samples and prices

### Modern Methods

**GRAIN DEALERS JOURNAL**

309 So. La Salle Street, Chicago, Ill.

Gentlemen:—In order to keep posted on modern methods of elevator management, I wish to receive the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars.

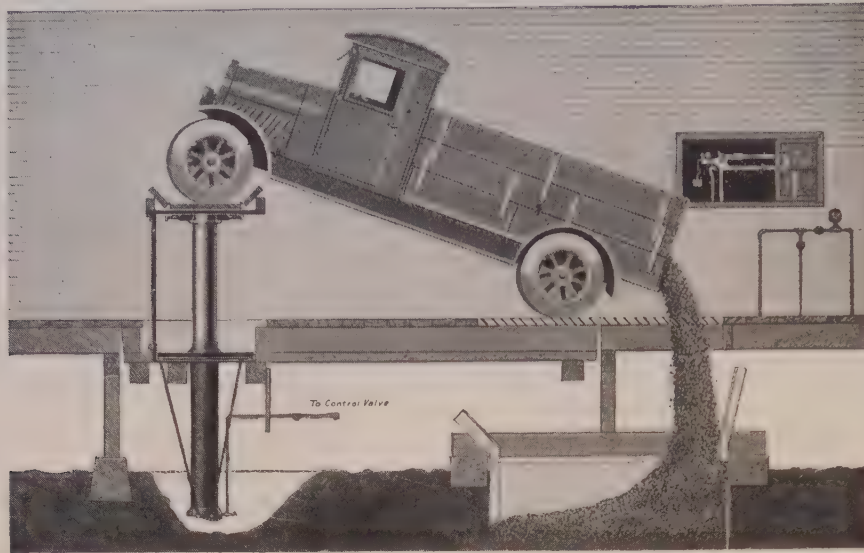
Name of Firm \_\_\_\_\_

Capacity of Elevator \_\_\_\_\_ Post Office \_\_\_\_\_

\_\_\_\_\_ bushels State \_\_\_\_\_

Use Universal Grain Code and reduce your Telegraph Tolls





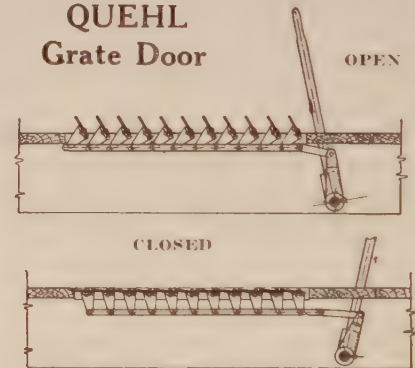
# Costs Less to Install *and less per year!*

**N**OTICE the extra large size of the piston and cylinder of the Strong-Scott Dump. This feature gives it more power and strength, greater rigidity, and does away with frame-work. Its simple, sturdy construction means better and longer service.

## Strong-Scott Pneumatic Dump

**Lowest Installation Cost.** No expensive concrete foundation is required. It hangs directly from the scale or may be suspended from the driveway timbers. The working parts come to you completely assembled, saving hours of work. Air tank, compressor and piping for normal installation included. Write for full information.

**QUEHL  
Grate Door**



Easily operated, weather tight, holds the heaviest loads.  
Hundreds in use.

The quick, easy way to pass grain.

Simple to install. Replace your old heavy trap door with this strong steel grate.

Write for additional information and prices.

**EAT  
MORE  
WHEAT**

*Everything for Every Mill and Elevator*

**The Strong-Scott Mfg Co.**

Minneapolis Minn.

Great Falls Mont.

In Canada: The Strong-Scott Mfg. Co. Ltd. Winnipeg





## GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.  
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

CHICAGO, AUGUST 25, 1925

A CLEAN orderly place of business reflects a capacity to do things right.

LENIENCY in the matter of advances and credit often drives grain to the next town.

BUYERS of futures in the Chicago pit are entitled to the penalty in addition to the settlement price, since breach of the contract may disarrange plans made in reliance that delivery would be made.

DISCOUNTS for off-grades, unexpected of course, are the only thing that stand between some dealers and a living profit. Careless grading by country buyers has wiped out many a liberal paper profit.

A MONTHLY letter to each farmer of your district reflecting your own convictions regarding the market for each grain grown in the section would soon get your firm talked about by the men whose business you seek.

ARE YOU really interested in the welfare of your community and its citizens? Do you appreciate that the more interest you take in others and their business problems the more kindly disposed they will be towards you and your business?

THE CLOSE relation between fire losses and business failures is causing a lot of uneasiness among the stock fire insurance companies. When destructive fires occur only in successful business houses which are immediately rebuilt, all mutual policy holders will pay much smaller premiums.

ONE BY ONE the socialists of the Department of Agriculture who had their hearts set on pushing the Government into the grain business are being dropped from the payrolls; so these wild-eyed dreamers must soon find work.

CAUTIOUS dealers who handle wheat for the pool owe it to themselves to require farmers delivering wheat to the elevator for the pool to sign a release authorizing the elevator operator to turn the grain over to the pool managers. It may save the elevator man from becoming involved in a long drawn out lawsuit.

SELLING new corn for Dec. shipment before the crop is assured is a risky speculation, as growers who are so anxious to sell now may find that high prices ruling at husking time will shrink their crop one-half. Then the local dealer will assume the loss on his sale or be put to the necessity of suing farmer for default.

THE GRAIN DEALER who is convinced that his methods of buying and selling admit of no improvement is in a dangerous state of mind for he is unwilling to profit by the experience or the convictions of other merchants. When a man ceases to advance, to improve, he generally falls behind the procession. He retrogrades, while the others progress.

WEEVIL, according to a learned professor of the University of Minnesota, are always killed in the grinding process and their larva and eggs are likewise destroyed. For one, if it is necessary for us to eat this pest, we would just as soon take him alive as to devour his crushed remains. If all the mills and elevators were kept scrupulously clean it would be a much easier task to obtain relief.

WEEVIL in wheat is not the menace that the grain inspectors would have us believe. Altho these insects may do great damage when left undisturbed in a bin full of wheat, the grain can be sold to a miller for immediate grinding with assurance that all the insects and their eggs will be killed by passing thru the rolls. Experiments establishing this fact were recently made by the University of Minnesota as reported elsewhere in this number.

PRICE CONTROL by a federal grain reserve system is favored by the head of the Iowa weather and crop reporting bureau, oblivious of the impossibility of setting a price satisfactory to the consumers on one hand and the growers on the other. Impracticability of controlling the weather is evident to anyone who has studied the weather, and those who advocate price control are those who never studied merchandising and prices.

WATER-PROOFING elevator basements and wagon sinks has proved very satisfactory where builders have constructed a heavy foundation and reinforced their pits and basement floor and walls. If these structures are poured continuously and made monolithic, it should not be a difficult matter to make all the walls impervious to the average water pressure. Then, too, it is so much easier to clean up a smooth cement basement than where a dirt floor is always gathered up with each spill.

STEEL ELEVATORS for grain storage do not seem to gain favor through usage. In "Observations on Elevator Construction," Traveler gives the conviction of an Illinois grain dealer who, after using one of these steel elevators for several years, finds it leaking and generally unsatisfactory. The uneven settling, due to uneven loading of the house at different times, has resulted in the joints being so separated as to admit moisture in sufficient quantity to cause the grain dealer much trouble.

INDICATED AREA to be sown to winter wheat is again receiving the attention of the talking prophets of Dept. of Agri. Not that they know anything about it, but they cannot resist the temptation to take advantage of every opportunity to get into the headlines of the daily press. All concerned would be much better off if the government would confine its acreage reports to crops actually planted. "Indicated area" is naught but a wild prognostication. Let us stick to facts.

STINKING SMUT in winter wheat seems to be on the increase, as the receipts in the Kansas City market so far on this crop has shown an increase to 15% smutty against 12% last year. The Director of the Southwestern Wheat Improvement Ass'n insists that the past year has been most favorable for the smut and that in some sections the farmers have suffered a loss of over 50% of their crop. While washing will improve the wheat intended for milling, smutty wheat intended for seed should always be treated before planting.

THE MIDDLEMAN'S expenses are convincing many of the promoters of pools and co-operative selling agencies that the old time independent dealer was lucky if he had anything left from the small margin on which he was accustomed to conduct his business long before pools were dreamed of. It costs money to conduct any business and the difference between the price paid the farmer for his wheat and the price paid by the ultimate consumer for the bread or crackers represents real costs for labor and interest on investment that cannot be avoided. The middleman has his legitimate expenses as well as necessary profits and all who render the same service will find it necessary to incur similar expenses before they gather in any profit.

SAD TO RELATE, the farmers of the land who have just turned down a chance to buy stock in a live going co-operative elevator company are to be given another chance to invest their hard cash in a co-operative marketing company which has nothing but wind to start with. It may be the high-powered salesmen will get most of the money the farmers put into it, but that will not worry the promoters so long as the scheme pays them well. The Secy. of Agriculture insists that the farmer needs nothing so much as to be let alone and given a chance to work out his own salvation. The many wild schemes for his relief have surely not benefited the average farmer so any one would notice it, and many of them have wasted a lot of good money on the impractical schemes for marketing grain at prices above what was being paid in the central markets.



STEEL STORAGE tanks had their day in the grain business and lost. Some of those erected in the large terminals have been wrecked, but many are still in use altho far from satisfactory. The greatest difficulty with steel tank storage is that the tanks often sweat and spoil some grain. Most of the steel tanks for grain were built of such light material that the loading and unloading of the bins resulted in the bolts being pulled loose and the rain beating in thru the open seams. The unsatisfactory experience of the operator of the steel elevator at Evans, Ill., illustrated in this number, is but a repetition of the experience of many other users.

SPECULATION in farm products was harshly denounced by the President of the National Farmers Union before the Illinois convention of the Union last week, thereby proving himself ignorant of the functions of the speculator and the great service he performs for both producers and consumers. The uninformed public gives encouragement to these pseudo-economists by giving ear to their wild vaporings and get a lot of misinformation and groundless prejudice for their trouble. The greater the number of buyers in the market for any commodity the better the market at all times. It makes no difference to the producer whether his grain is sold to a speculator, a consumer or a destroyer, he should know that the more buyers there are bidding for his grain, the higher the average price will be. If the farmers were wise they would vigorously oppose an action designed to discourage or handicap any class of buyers of his products. His best interests demand that they be encouraged.

### Decentralization of the Grain Business.

In the early days of the grain business the points where reliable weights and competitive buying could be had were comparatively few in number. In the pioneering days the country shippers had good weights at the eastern seaboard and at a half dozen interior points where buyers for mills and for export congregated to bid for the grain.

Good weights are now available at a great many points under the authority of the grain exchanges and the railway weighing ass'n. Grading is nearly uniform under the rules of the U. S. Grain Standards Act at the different points.

It may surprise many of the old school to learn that federal licensed grain inspectors are now grading grain at 126 markets. A few years ago there were but 267 inspectors at 64 markets. Now there are 441 inspectors and the number continues to grow.

Moisture testing of corn and protein testing of wheat also have a tendency to make the buying of grain more on a level at different points, the protein test especially diminishing the necessity of submitting the sample to the more keenly trained judgment of men found only at the larger terminals.

With competition so strong and buyers so much on an equality the routing of grain direct from producing to consuming territory is controlled more than ever by the freight rate.

### For Team Work by Ass'ns and Federal Government.

Secretary Jardine of the U. S. Dept. of Agriculture will make an effort to harmonize the work of the different bureaus within his department. One of the conditions existing was referred to in this Journal Feb. 25, page 243, where it was stated:

A shipper complying with the U. S. Grain Standards Act nevertheless finds his sacked oats seized by the Bureau of Chemistry. A car loaded in bulk can be invoiced as "mill oats" which is exactly what the Southeastern consumer desires to purchase, and which he specifies in his order to Memphis, Louisville or St. Louis. The business of dealers who put these bulk oats into sacks has been ruined by the Department of Agriculture's Bureau of Chemistry seizing them wherever found and demanding that the sacks be labeled "screenings." Of course, the buyer who called for "mill oats" or "feed oats" does not expect screenings.

In the Journal during the past year there have been published a hundred or more cases under the caption "Adulteration and Misbranding" where the pure food and drug department of the federal government has instigated seizure and condemnation of oats and other feeds, where neither the seller nor buyer of the shipment intended any fraud on the pocketbook of the ultimate consumer.

Pending the possible enactment of laws adjusting differences in the laws under which the different bureaus must work it is thought by the Department that the organized grain dealers can stop these violations of the pure food and drugs act, especially the habitual addition of water or trash to the grain in its natural state.

To this end a conference was held at Chicago recently by the director of the regulatory work with representatives of the Terminal Elevator Grain Merchants' Ass'n, the Grain Dealers National Ass'n and the grain division of the Bureau of Agricultural Economics.

The interest of the Grain Dealers National Ass'n in this movement appears when it is considered that of the violations and seizures reported so far in 1925 ten were by firms holding direct membership in the National Ass'n. The conviction in the mind of the Assistant Secretary of Agriculture that the moral suasion of the Ass'n might be used to deter these persistent violators therefore seems well grounded. The small fine imposed have not put a stop to their practices, but expulsion from the Ass'n would brand them as malefactors with whom no one can afford to do business.

It is not the purpose of the Department to burden the Ass'n unduly. First, the employes of the grain standards supervision will be expected to caution the offenders. After failure of the inspectors and the Ass'n to force abandonment of fraudulent methods the pure food and drug division will take hold.

If this attempt by the Department to get the co-operation of the trade is met effectively by the grain dealers the result can only be beneficial. Mutual understanding will place the grain trade back of any changes in the law the Department may desire; and the Department will be back of any prosecutions the trade may feel necessary to scotch unfair competition.

As this question is likely to come before the next convention of the Grain Dealers National Ass'n it is hoped there will be a large attendance of dealers from the Ohio River gateways at the Kansas City meeting.

### The Authority to Bind Corporations.

A corporation as a rule is bound only by the action of its officers or its *authorized* agents, so it behooves grain dealers generally when dealing with a corporation to investigate the limit of the authority of the man with whom they are dealing, else they may be led into transactions which will bring them a heavy loss instead of the prospective profits expected.

We have in mind a buyer who contracted for five cars of rye with a new shipping company before the farmers who are officers in the organization knew what was going on, but the acting agent was using the title of manager and the presumption is that he did so with the full knowledge and consent of the officers who were frequently about the elevator. The grain sold has not been delivered and the company has not the grain to deliver, while the self-appointed manager is now hunting another job. Inasmuch as he used the company's stationery and was apparently in charge of the business at the time he effected the sale, it is very likely that the corporation will have a lawsuit on its hands even though the courts do not require it to deliver the grain sold.

In general it is a good precaution to investigate the authority of the individual who claims to be acting for a corporation.

### Dislocation of Marketing by Pools.

From earliest times the grain consuming world has adjusted itself to reception of the crop of North America during the months immediately following the wheat harvest.

The North American wheat crop comes at the right time to fill the gap left after the marketing of the crop of the Southern hemisphere.

The pool theory requires the sale of a unit of wheat in a unit of time. Ideally a crop of 52,000,000 bus., or a holding of that much by a pool, would be sold at the rate of exactly 1,000,000 bus. per week, regardless of the fluctuations of the demand. To the extent that the pools follow this principle in practice there is a holding of wheat off the market during the months immediately after harvest, which gives a firmer tone to the market, for the benefit, however, of competitors of the North American grower in other countries.

In 1924 the holding policy worked out well, as there was an excellent demand from abroad which maintained the price during the winter months, but the pools did not sell at the top. Whether the same policy will work out as well this season remains to be seen.

Even with the favorable conditions of 1924 the wheat pool in Western Canada failed to make a good showing. Its settlement price to July 15, 1925, was \$1.55 per bushel. In no month since September was the average monthly price of No. 1 northern wheat at Fort William as low as \$1.55. In some way the pool management contrived to sell the wheat of members at 10 to 15 cents below the average price of the season. Some members who might have sold their own wheat in January and February lost heavily, as the average price during those months was \$1.96¼ and \$1.96½.



## National Arbitration Appeals Now Court-Proof.

The decision by the Supreme Court of Oregon invalidating appeals to the appeals committee of the Grain Dealers National Ass'n in arbitration cases, which was published in the Journal July 25, page 124, with comment on page 97, will not be applicable to any pending arbitrations, the Ass'n having changed its arbitration contract by adding to the following paragraph the words in black face type:

"I further agree that I will abide by and comply with the decision of the said committee, and that its decision shall be final, subject to the arbitration rules of the Grain Dealers National Ass'n relating to appeals."

This change brings the agreement into line with what has been the thought and purpose of the membership of the ass'n ever since the appeals committee was established.

Unfortunately the change came too late to help the plaintiff in the suit who sought to enforce the decision of the Appeals Committee allowing him \$1,186.86.

In an organization so large as the Grain Dealers National Ass'n it is difficult to place the responsibility for neglect to have the arbitration agreements correctly worded.

## Leaking Cars Disappearing. Hurrah!

Grain shippers and grain agents of grain carrying railroads will find much satisfaction in the perusal of the statistics on leaking cars just issued by the weighing department of the Chicago Board of Trade.

The railroads generally have tried to improve their equipment and many of them have provided cooping instructions and cooping materials, thereby educating and encouraging shippers to place cars in prime condition before intrusting their grain to them for transportation.

In compiling its leaking car reports, the Chicago Board of Trade Weighing Dept. does not include cars employed in cross-town shipments, so that all of the cars taken into consideration in compiling leak statistics were loaded at out-of-town points.

While the number of cars weighed in Chicago has steadily decreased during the last four years, the number of cars found leaking grain

upon arrival has decreased in greater proportion, so that the percentage of road cars leaking grain upon arrival has declined from 9.6% in 1921 to 6.4% in 1925.

Carriers' agents have long maintained that leaks about the grain door or over the grain door were traceable direct to poor cooping by the shipper. While there may be some foundation for the charge, shippers will not admit it. They claim that the rough handling given grain laden cars is more to blame for all the leaks than carelessness on the part of the car repair men or the car cooperers at the elevator.

A careful study of the following figures, which have been compiled by the Chicago Board of Trade weighing department, should help to place every shipper on guard against the common leaks:

FOR THE FIRST SEVEN MONTHS OF EACH OF FIVE YEARS.					
	1925.	1924.	1923.	1922.	1921.
Road cars weighed	48,280	48,948	55,895	88,071	85,816
No. of these cars leaking	3,090	3,836	6,066	8,230	8,119
Per cent of road cars leaking	6.4	7.8	10.9	9.3	9.6
Grain door	713	736	690	1,338	1,298
Over grain door	547	755	694	1,027	1,287
Side of car	852	980	2,032	2,412	2,185
End of car	272	456	795	1,050	1,100
Draw bar	41	41	96	169	218
Other parts of car box	665	868	1,759	2,234	2,032
Totals	3,090	3,836	6,066	8,230	8,119

Shippers as a rule are not desirous of providing grain ballast for the railroad right-of-way, but the carelessness of some loaders would seem to indicate that it was the height of their ambition.

Many shippers have reported at different conventions that they never suffer a loss in transit because they always saved the old sacks and used them liberally in cooping every car. The paper car liners and the paper padding placed between the grain door and the car door posts can be depended upon to stop many of the expensive leaks.

The various campaigns of education in the matter of cooping cars has been so persistent and insistent that it would seem all grain shippers should know how to prepare any old box car to carry grain to destination, but the figures published above show that many are still lacking in knowledge of how to prevent leaks.

## Need of Concrete Plan for New Clearing House.

The disadvantage of the present system of clearing trades on the Chicago Board of Trade, such as tying up of large sums of money in margins, held by the banks, are well known; but the advocates of a change in the system would make more headway, it seems, if they would work out a complete amendment to the rules embodying a workable scheme as a substitute for the present lack of system.

The committee method of handling any question has always been the most popular on the Board of Trade and it was natural those favoring a change would desire the appointment of a committee to work out all the details. The hint by the Board of Directors that concrete suggestions were in order is a good one and now since the directors have a new petition with over 100 signers something may develop.

The rank and file on the Board of Trade are not members of the clearing house, and the number of firms directly interested in the question as members of the clearing house is a very small percentage of the membership of the Board. As the number of members in the clearing house is small it should be easier to formulate a scheme acceptable to them.

## Another Tile Elevator Failure.

The failure of the fireproof tile elevator at Eminence, Ky., which is illustrated elsewhere in this number helps to sound another warning for grain dealers who are disposed to employ this material in the construction of grain storage tanks. While much of the damage done to the Kentucky elevator was due directly to the application of water by firemen after the tile had been raised to a high degree of heat, the failure of the Kansas City tile tank, illustrated in the Journal for Aug. 10, was traceable direct to water getting through the fine cracks in the outer wall and destroying the reinforcing as well as pushing out the veneer.

The opinion held by grain elevator engineers of experience is that tile is not suited to the construction of grain storage tanks or grain elevators and they simply do not consider tile in planning or constructing grain storehouses. Those who are now or ever have considered the use of tile will profit by reading carefully the report of the engineers published on pages 226 and 227 of this number.

The expensive experience of the insurance companies in the fire at Eminence is very likely soon to result in a material increase in the rate of fire insurance on all tile buildings.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Ill. Cent. No. 22806 passed thru Thawville, Ill., Aug. 6, leaking oats from under siding.—W. H. Hayes, mgr., Thawville Farmers Grain Co.

THE vital force in business life is the honest desire to serve. Business, it is well said, is the science of service. He profits most who serves best. At the very bottom of the wish to render service must be honesty of purpose, and, as I go along through life, I see more and more that honesty in word, thought, and work means success. It spells a life worth living and in business, clean success.

George H. Eberhard



# Damages for Failure to Furnish Cars

Judgment for \$170 for delay in furnishing cars was affirmed June 6, 1925, by the Supreme Court of Kansas in the suit against the Atchison, Topeka & Santa Fe brot by Ross Stratton and another, doing business at Udall, Kan., as the Udall Mills.

Plaintiffs alleged that on Sept. 28, 1922, they placed a written order with defendant for a car for the immediate shipment of wheat to Winfield or Wichita, saying that the wheat was then in plaintiff's elevator. This car was not furnished until Nov. 4, 1922, 36 days after the order was given. On Oct. 16, 1922, plaintiffs placed another written order with defendant for a car for the immediate shipment of wheat to Winfield or Wichita. This car was not furnished until Nov. 25, 1922, 40 days after the order was given. Plaintiffs demanded the statutory damages of \$5 per day for each day's delay, less the reasonable time allowed for compliance and deducting the intervening Sundays.

## Count 1:

29 days' delay at \$5.00 per day.....\$145.00  
Attorney's fee ..... 25.00

\$170.00

## Count 2:

26 days' delay at \$5.00 per day.....\$130.00  
Attorney's fee ..... 25.00

\$155.00

At the trial, the facts above narrated were shown and not disputed. On behalf of plaintiffs, there was testimony tending to show that at other elevators on defendant's line of railway in Cowley county at distances of a few miles in three directions from Udall, to wit, at Rock, Kellogg, and Winfield, much more prompt and expeditious service was rendered by defendant in the matter of furnishing cars for wheat shipments; one witness who operated an elevator at Rock testifying:

"Then we got our cars pretty promptly; they were pretty good to us. They aimed to keep me going and not have the elevator shut down. Once they gave me more cars than I ordered. Along the latter part of October I turned down a car."

A Winfield elevator man testified that cars on his orders were usually furnished with little delay; in one instance the delay was probably as great as one week.

An elevator man at Kellogg testified:

"Sometimes we had to wait a few days, sometimes in the neighborhood of ten days or two weeks. To the best of my knowledge all those orders for the cars shipped in October were placed in October. We couldn't have waited over ten days or two weeks at the very longest. Sometimes I would get one within a couple of days after applying therefor."

On behalf of defendant, it was shown that, for the purpose of distributing its available supply of freight cars, the defendant's railway system is arranged in divisions, the divisions here concerned being the Middle division and the Southern Kansas division; that Winfield and Kellogg are in the Southern Kansas division, and Rock and Udall in the Middle division; that the defendant's available empty cars were distributed to the different divisions and parceled out by various officials in conformity with rules of the Interstate Commerce Commission and of the Public Utilities Commission. It was also shown that there was a shortage of available cars to supply the demand in the Middle division in September, October and November, 1922, viz:

	Cars Available	Cars Demanded
September .....	708	1735
October .....	337	1871
November .....	780	1962

## Defendant's car distributor testified:

"We could not have furnished the cars at Udall within the time demanded without discriminating against other stations and shippers. When the cars get beyond the system of the company, the company has absolutely no control over those cars to have them returned. They simply have to wait until the return."

## Cross-examination:

"The system is allowed so many cars. That allotment is made to the general office at Topeka. The general manager divides them between the divisions, the division car distributor then divides them between the stations, and the station agent divides the cars allotted him between the shippers. The general manager divides the cars among the various divisions under instructions from the Interstate Commerce Commission. The railroad is compelled to make a report to the Interstate Commerce Commission of cars ordered and what cars are available. They arrive at a percentage basis from that report and divide the available cars accordingly to the different systems. When a certain number of cars are allotted to one division, the general manager at Topeka cannot change the number and allot some of those cars to another division. You understand the cars allotted are not all at the point where they are ordered, and they have to be moved. For that reason we can't get them on the division. If one division has a great abundance of cars and another division has a lack of cars, we can't change the allotment. We haven't the authority. In such cases we would explain the circumstances to the original point of distribution, which would be the car service division of the Interstate Commerce Commission. They would issue instructions according as they saw fit.

"Q. If there was an abundance here to supply Kellogg and these other stations, you could have gone around there and proceeded to get cars to supply the Udall Mill? A. I couldn't, from the fact that I do not have any jurisdiction over Winfield and Kellogg.

"Q. Your company could? A. The man on the Southern Kansas division might have. \* \* \*

## Redirect examination:

"There was a shortage of cars over all the system. We are able to supply only from 18 to 25 per cent. in the majority of places all over the system—over all the grain-loading territory, I mean. That was caused by the oncoming of harvest and threshing season, and cars loaded for distant points were anywhere from fifteen days to three months being released. Winfield is the Southern Kansas Division point. If we are bringing cars in that have been returned to us, and we would bring them past a station that needed cars, we would not have the power to drop them off there. When they are in trains, we are supposed to take them through and place them to the station where they belong—the first available car for the first order."

Defendant also offered in evidence an order of the Public Utilities Commission, dated September 1, 1920, and presumably promulgated so as to be effective thirty days thereafter as the statute directs. R. S. 66—205. The order, in part, reads:

"In the Court of Industrial Relations, State of Kansas.

"In the matter of the hearing relative to conditions of grain car shortage for the purpose of promulgating such specific orders, rules, and regulations for furnishing available cars to shippers on order at stations in Kansas as will be just and equitable. \* \* \*

"It is therefore by the court considered and ordered:

"That the following rules are hereby found to be reasonable and are established for the distribution of available grain cars:

"(1) It is the duty of each and every railroad company operating within the state of Kansas to furnish to any shipper who bona fide makes legal demand therefor, at the time and at the station demanded by such shipper, such number and type of freight cars as the shipper may request for the shipment of grain. To this end the railroad company or companies should make every reasonable possible effort to supply all their customers with all such cars as and when demanded and requested.

"(2) Each shipper of grain shall make written order on the carrier's agent for the cars wanted for grain loading, showing the following information:

- "(a) Date of order.
- "(b) Number and kind of cars wanted.
- "(c) Destination.
- "(d) Date wanted to load.
- "(e) Quantity of each kind of grain on hand

and conveniently located for prompt loading tendered for rail shipment.

"(f) Name of shipper.

"Copies of orders by a shipper located on more than one carrier shall be filed with the agent of each carrier. Such combined orders must not exceed the total grain conveniently located for prompt loading tendered for shipment.

"(3) Cars shall not be furnished in excess of a carrier's [shipper's] ability to load and ship promptly. \* \* \*

"(6) In case of the inability of any railroad company or companies to supply all such shippers at any shipping point, making legal demand therefor, with the number of grain cars demanded, in accordance with the provisions of the statutes of Kansas, all cars available for grain shall be distributed in such manner as, if possible, to keep all the elevators demanding cars open and operating, so as to enable all competitive purchasers in any community to participate in the buying of grain.

"(7) In case it is impossible for any such railroad company to furnish sufficient grain cars at any shipping station to keep all the elevators open and operating, then and in that case all available grain cars shall be divided and distributed among such elevators and shippers, car and car about."

The jury returned a verdict in favor of plaintiff for \$300, and answered certain special questions:

## "Special Findings of Fact.

"Second. Were the grain cars in the Atchison, Topeka & Santa Fe railway system fairly distributed to the several divisions comprising said system at the time of plaintiff's demands for cars? Ans. No.

"Third. If you answer the preceding questions, or either of them in the negative, state wherein the distribution of such cars was unfair. Ans. By filling orders at other points.

"Fourth. If you find that there was unjust discrimination of grain cars, or that the plaintiff was unlawfully discriminated against, state wherein such discrimination was, and at what points they were made. Ans. At Rock, Kellogg, and Winfield, Kan.

"Seventh. Did the defendant have sufficient cars to meet the requests of all of the grain shippers within its system at the time plaintiff made his demands? Ans. We do not know.

"Eighth. If you find that defendant was at fault in not furnishing cars to meet plaintiff's demands, state specifically in what such fault consisted. Ans. By unjust distribution.

"Ninth. Do you find that defendant could have furnished the cars demanded by plaintiff sooner? Ans. Yes.

"Tenth. If you answer the preceding question 'Yes,' state how defendant could have done so? Ans. By fair distribution."

Judgment was entered accordingly, and defendant appeals.

The railway company calls attention to the pertinent provisions of statute. R. S. 66—201 et seq. By the first of these, it is made the duty of every railway carrier to supply a shipper's demand for freight cars within a reasonable time, not exceeding six days after receiving orders therefor, and where the order is for ten cars or less such cars shall be furnished within three days. Whenever the Public Utilities Commission shall find that an emergency exists in the transportation of any commodity, it may so declare, in which case the Commission is authorized to specify what is a reasonable time in which to furnish cars, and the railway carrier must conform thereto. It is also provided that, where the carrier is prevented by accidental and unavoidable cause, which by reasonable diligence it could not have foreseen and avoided, and where it supplies or offers to supply the cars within a reasonable time thereafter, the statutory damages allowed by the act shall not be imposed.

But in our view of this case, although the orders of the Public Utilities Commission were applicable, the car shortage did not excuse the unreasonable delay of thirty-six days in filling the order of September 28. Other shippers in nearby towns were served with no such dilatoriness. We think the plaintiff rightly prevailed on the first count. As to the second, we are constrained to hold that a total want of compliance with the rule requiring the shipper to state the quantity of wheat on hand, and conveniently located for prompt shipment at the time plaintiff gave its order of October 16, defeats a recovery on the second count.



We note an item of \$25 for attorneys' fees which was sued for and apparently allowed without question in the trial court, and no error is assigned or argued concerning it. This court on its own motion will not meddle with the item, notwithstanding what was said in *Grain Co. v. Railway Co.*, 105 Kan. 272, 182 P. 405, and controlling cases considered therein.

The judgment of the district court will have to be reduced to \$170, being the amount prayed for under the first count, and thus modified it will be affirmed.

All the Justices concurring. 236 Pac. Rep. 831.

## Tentative Grades for Beans.

The U. S. Department of Agriculture is continuing its studies of standards for beans.

To facilitate these studies, growers, shippers, and wholesale buyers or distributors will be asked to submit samples of beans, together with essential data regarding them. These samples will be analyzed and graded according to the tentative U. S. standards and the sender promptly advised of the results. This will give the sender a check on the quality of the sample and will illustrate the application of the U. S. Standards. Containers and instructions will be furnished free upon request to any one desiring to send in samples.

All communications and all samples of beans sent in for analysis and grading should be addressed to Hay, Feed and Seed Division, Bureau of Agricultural Economics, U. S. Department of Agriculture, Washington, D. C.

A preliminary report on the Standardization of Beans, including tentative U. S. Standards for Beans, has been prepared and is now available for distribution by the U. S. Department of Agriculture, upon request. This report summarizes the results of studies made by the Bureau to obtain the essential facts relating to actual conditions of production, marketing practices, and consumers' requirements in the bean industry as they relate to the standardization. It also includes the revised tentative U. S. Standards, together with the results of the analyses of a large number of commercial samples and the practical application of the grades to such samples.

The grades have been revised to include constructive suggestions made by the trade, both privately and at public hearings, and they are designed to give the most accurate and equitable basis of determining quality in beans. Factors are defined and their limits are definitely fixed in order that the grades may be rigidly applied. This eliminates flexible tolerances which when left to the individual judgment of inspectors or others interpreting the grades permit wide variations in the results.

Over 1,600 samples representing as many cars of 1923 and 1924 crop beans were analyzed to determine the range and limits of various quality factors in making up the grades. The results also showed some inconsistencies in the application of commercial grades and that some classes of buyers are more critical than others which contributes to such inconsistencies. A study of the results of these analyses as applied to present commercial grades served as a guide to the proper grouping of the grade factors in a series of grades.

The Tentative U. S. Standards as presented are made up of seven sets of grades for as many classes or groups of classes. Factor limits and factor groupings were worked out applicable to each of the 19 commercial classes and wherever practicable two or more of these classes were grouped under the same grading scheme. This enables proper weight to be given to local problems of production or preparation for market and consumers' requirements of any class of beans.

A pleasant word or two after a sale is summated lets your customer know your idea is not to get his money and get rid of him, but indicates an interest that is often appreciated thru a lucrative response at some future date.

## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Charge for Grinding Feed.

*Grain Dealers Journal:* What is the usual charge by elevators per 100 pounds for grinding wheat and oats, and what amount of electricity is required to grind 100 pounds of oats?—D. G. Scott, Marysville, O.

*Ans.:* The Farmers Elevator at Marion, Ia., from June 17, 1920, to Apr. 20, 1921, received \$4,002.69 for grinding 887 tons of feed for farmers. To run both elevator and mill required 62½ h. p. costing \$992.93. The charge for grinding was 20 cents per hundred pounds. Therefore, in this case, the cost of the power was something less than 5 cents per 100 lbs.

### Delivery of Weights Specified in B/L?

*Grain Dealers Journal:* I note in a late number of the Journal that railroads must deliver weight of grain specified in the B/L; and also note that in a case of this sort Mr. Bewsher won an affirmation in the U. S. Circuit Court of Appeals at St. Louis.

At times I have claims of this sort and would ask the Journal to publish the complete data so I can use it in claims filed with the railroad company.—J. Jostes, Jostes-Lusk Grain Co., St. Louis, Mo.

*Ans.:* The decision will be published later in full and a copy sent you.

### Salt Solution for Water Barrels?

*Grain Dealers Journal:* Some time ago I saw in the Journal a formula for salt solution for water barrels for protection from fire. Will the Journal please again give this formula?—Roy Taylor, Chilton, Wis.

*Ans.:* Salt is objectionable because it rusts the tanks. Calcium chloride does not rust any metal and is more effective than salt in preventing freezing.

With calcium chloride added in the proportion of 5½ lbs. per gallon water will not freeze above 54 degrees below zero Fahrenheit. It comes regularly in drums containing 650 lbs. of a white, stony substance, and is also sold by the supply houses in 10, 50, 100 and 200-pound packages.

Two pounds to the gallon lowers the freezing point to 18; 3 lbs. to 1½ degrees below zero; 4 lbs. to 17 below, and 5 lbs. to 39 below.

To retain calcium chloride solution in wooden barrels and pails they should be given a coat of special primer paint and compound. Particulars will be given on application to the manufacturers whose advertisement appears on page 186 of Aug. 10 number.

### Delivery of Full Amount Called for Regardless of Clear Record?

*Grain Dealers Journal:* We notice an article in your issue of Aug. 10 with reference to a decision of the United States Circuit Court wherein it was held that the railroads are liable for delivery of full amount of grain shown on the bill of lading.

It seems that this was a suit brought by A. H. Bewsher of Omaha.

We are wondering if you are in possession of information as to how this decision would effect the railroads in settlement of claims for small amount of shortages in case of what they term "clear records."—Hayes Grain & Commission Co., Little Rock, Ark.

*Ans.:* "Clear record" has no standing in the courts. The words are an invention of the claim agents to scare shippers out of demanding their rights. "Clear record" in the understanding of all the courts means simply that the leaks from the car in transit, observed or not observed by trainmen or other employees of the carrier, were not placed on record.

A freight brakeman may hold up his hand and swear that he did not see grain leaking from the car, but the court will not accept this as proof that the car did not leak. It is negative evidence only, whereas the shipper's proof that he loaded so many drafts of so many pounds each into the car is positive evidence. The facts in the case referred to will be published in full in a later number of the Journal.

Adlay, the new bread cereal, is again being advocated by a scientist on the Philippine Board of Agriculture. It grows wild, it does not require to be hoed and weeded, and is said to yield 40 bus. to the acre, making a flour, that mixed with wheat flour, makes excellent bread.

### New Pres. of Michigan Ass'n.

Two years ago a director, and last year a vice pres., A. J. Goulet now has been chosen pres. of the Michigan Hay & Grain Ass'n, as a recognition of his interest in the welfare of the organization and his ability as a merchant.

His first connection with the grain business was at Bay Port, Mich., with the late W. J. Orr, after which he took the management of the Alma Grain & Lumber Co., at Alma, Mich., followed by a term as auditor of the old Isbell Bean Co. at Detroit.

Since November, 1916, he has resided at Midland and has been identified with the interests of Mr. Orr, being now treas. and manager of the Orr Bean & Grain Co. Mr. Orr operated quite a number of elevators thruout the Thumb of Michigan, and after his withdrawal from the old Wallace & Orr Co. organized the Orr Bean & Grain Co. and the Michigan Bean Co., of Saginaw, becoming associated with Frank W. Merrick and former Governor A. E. Sleeper. Mr. Goulet's intimate association with these leaders in the trade has given him a broad outlook that contributes to his usefulness as pres. of the Michigan Hay & Grain Ass'n. As manager of a company doing an extensive jobbing business in oats, wheat and rye Mr. Goulet knows the problems of the dealers at first hand.



A. J. Goulet, Midland, Mich., Pres. Michigan Hay & Grain Ass'n.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Obsolete Codes Are Expensive.

*Grain Dealers Journal:* I happened in a grain office the other day when the boss discovered that a mistake had been made in decoding a message. The code in use called for the use of two words for every number to which was added a fraction. The clerk in decoding the message had made a mistake in the word and it cost the firm  $\frac{3}{4}$ c a bushel on the lot. I immediately asked why in the world they did not use the Universal Grain Code, which has a separate word for every number and fraction from 1 to  $24\frac{7}{8}$  by  $\frac{1}{4}$ c rises.

I think that advantage as well as the protection against error in coding and decoding messages is alone worth the price of the Universal, but it has many other advantages. One which I value highly is that it has a word for each of the federal grades for wheat, corn and oats. Grain dealers who have used the Universal find it so much more convenient than others they would not now be without it.—Fred Davis.

### Unique Bidding and Quoting Service.

*Grain Dealers Journal:* The Market Publishing Co., of Detroit, has a bidding and quoting service which is unique. When H. C. Carson & Co., who did a large corn business into Canada, retired from business H. E. Botsford secured their mailing lists, and out of these selected 250 responsible Ontario carlot buyers of corn. Three times each week the company mails a bulletin under first class postage to these 250 buyers, containing offers of corn from American shippers. The shippers supply The Market Publishing Co. with their freight rates to a certain number of base points, and immediately after the close of the market each mailing day wire The Publishing Co. their f. o. b. prices. The publishing company adds the freight rates they have given and quote a delivered price on corn to this trade.

The Market Publishing Company has the same system operating into Michigan. There it has a selected list of 250 elevator men to whom it issues a bulletin on the alternate three days of the week, bidding for grain for the account of eastern and southern buyers, and also offering corn.

The Market Publishing Co. charges no brokerage or commission, simply a mailing charge, and buyers and sellers trade direct, not through it. All it aims to do is to bring them together, eliminating middle costs. It guarantees prompt mailings from Detroit and sends everything out under first class postage so as to insure quick service. Because of its geographical location and close proximity to the border, mail from Detroit can reach Toronto and points west overnight, and the field offers favorable opportunities for American corn shippers.

The Market Publishing Co. also bids for beans into Michigan for the account of wholesale buyers. When a wholesale buyer is in the market for beans, instead of writing to a few shippers he notifies The Publishing Co. that he will be in the market on such a date, and it publishes this information and he trades direct.

The service does not obligate anyone either to buy or sell. The Publishing Co. simply brings buyers and sellers together, and it is up to them to get together in a trade. Direct trading should result in more money to the

shipper and a saving to the buyer as compared with present marketing methods, and we believe it is only a question of time until the trade will acknowledge this.—Fred Talcott.

### Uses Interest Tables As Calculator of Grain Values.

*Grain Dealers Journal:* Did you ever know that a 6% interest table showing the amount of interest due on any given number of dollars for any given number of days, can be efficiently used as a calculating table for wheat?

Merely use the number of days as the price, i. e., if you are paying \$1.57 per bu. for wheat use the table for 157 days; the number of dollars on which interest is figured as pounds of grain and the amount of interest indicated is the price for the total amount of wheat.

A 6% interest table can be used in the same way for ear corn by subtracting one-seventh from the total amount to obtain the correct total; for shelled corn by adding one-fourteenth of the total.

Let grain tables do your calculating and prevent mistakes.—H. Hosmire, C. P. A.

### Waterproofing Pits in the Northwest.

*Grain Dealers Journal:* In my travels thru North Dakota I have been surprised at the number of grain dealers who have had trouble with water seeping thru their cement boot tanks. Their own experience seems to confirm what they have been told that cement pits can not be made waterproof.

Those elevator men who are putting in steel boot tanks, that rust out in the course of time, because they have been convinced that cement is no good are on the wrong track. The fact is that cement concrete can be made waterproof; and it is the duty of builders to tell them so. Waterproof construction with cement requires careful mixing of the right ingredients; and the results are made more certain if a few pounds of special waterproofing cement is used in each batch.

One of the line companies of Minneapolis, the St. Anthony & Dakota Elevator Co., I am informed, has built a number of elevators with these waterproof cement concrete pits. For the benefit of the independent dealers this information should be broadcasted thru the Journal; to reach those who contemplate building, or replacing steel boots.—Solicitor.

### More Efficient Work by Organized Business Badly Needed.

I am not claiming that the government is always right in what it undertakes—in fact, realize that not infrequently the methods used in handling cases involving business are far from what they should be, but if these processes are to be improved, it will only be by business—especially organized business—giving more attention to the administration of our laws.

I regard the trade association today as a necessary vehicle in handling the problems of any line of industry, provided it is organized and operates wholly with singleness of purpose in selecting and dealing with only those problems confronting the industry that can be undertaken for the advancement of the industry. It is along these bigger and broader lines that trade associations are being organized today rather than as formerly for defensive purposes and the handling of petty service and problems which concern only a portion of the membership.—From an address by E. W. McCullough of the Chamber of Commerce of the U. S.

### Head of Economics Bureau Ousted.

H. C. Taylor, chief of the bureau of economics of the U. S. Dept. of Agriculture, who was accused by Robert D. Carey, chairman of the President's Commission, of having been the author of the Dickinson co-operative marketing bill, has been ousted by Sec'y of Agriculture Jardine.

The Dickinson bill would have centered control of the co-operative organizations in the bureaucrat of the Dept. of Agriculture, whereas the thought of the Administration seems to be that each industry or activity should have within itself men of sufficient ability to manage it with due regard to the interests of the industry and the public.

It was known to Dr. Taylor some time ago that his resignation would be acceptable but he did not take the hint, and on Aug. 20 Mr. Jardine signed the order removing him summarily.

Thos. P. Cooper, dean of the agricultural college of the University of Kentucky, will succeed him as head of this bureau, the scope of which includes several of the government activities in which grain dealers are directly interested.

### Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for September delivery at the following markets for the past two weeks have been as follows:

	Aug. 10.	Aug. 11.	Aug. 12.	Aug. 13.	Aug. 14.	Aug. 15.	Aug. 17.	Aug. 18.	Aug. 19.	Aug. 20.	Aug. 21.	Aug. 22.	Aug. 24.
SEPTEMBER WHEAT.													
Chicago	165 1/4	160	164 3/4	165	160 1/2	159	159 1/2	157 1/2	160 1/4	159 1/2	161 1/4	162 5/8	160 5/8
Kansas City	163 1/4	158	163 1/4	164	160 3/4	158	158	157 3/4	160 1/2	159 3/4	160 1/4	161 1/8	158 3/4
St. Louis	166 1/4	160 5/8	164 1/2	165 3/4	161 1/2	160	161 3/4	159 3/4	163 3/8	162 3/4	163 3/8	165 1/2	163 1/2
**Minneapolis	160 7/8	155 7/8	160 1/4	161 1/8	157 7/8	155 3/4	156 3/4	154 3/4	158 3/8	158 1/4	159	159 3/4	157 3/4
Duluth (durum)	147 1/2	142 1/2	145 1/4	145	140 1/2	138 3/4	139 1/2	138 3/4	141 1/4	141	140	142 1/4	140
*Winnipeg	147 3/4	143 3/8	146 3/4	146 1/4	143	142 1/4	143 1/4	142 3/4	145 3/4	144 1/4	145 1/2	146 7/8	144 5/8
Milwaukee	165 3/4	160	164 1/2	165 3/4	160 5/8	158 3/8	159 3/8	157 1/2	160 1/2	159 3/4	161 1/4	162 3/4	160 3/4
SEPTEMBER CORN.													
Chicago	105 1/4	106	104 3/4	103 3/4	104 5/8	104 1/4	103 3/4	104 1/4	105 3/4	103 3/4	104 1/4	103 3/4	100 1/2
Kansas City	102	102 1/2	100 3/4	99 1/2	100 1/4	99 5/8	99 1/4	99 1/4	100 1/2	98	97 3/4	97 3/4	94
St. Louis	104 3/4	105 1/4	103 3/4	103 3/4	103 3/4	103 3/4	103 1/4	102 7/8	105	103 1/2	103 1/4	103	100
Milwaukee	105 1/4	106 1/4	104 1/2	103 3/4	104 3/4	104 3/4	103 3/4	104 1/4	105 3/4	104	104 1/4	103 3/4	100 3/4
SEPTEMBER OATS.													
Chicago	42	40 3/4	41 3/4	41 3/4	40 7/8	40 1/4	39 1/2	39 1/2	40 3/4	40 3/4	40 1/4	40	38 7/8
Kansas City	42	40 3/4	40 7/8	40 7/8	40 7/8	40 7/8	40	40	40 5/8	40 1/2	40 1/2	40 1/2	40
Minneapolis	38 1/4	37 3/8	38 1/4	37 3/4	37 1/4	36 3/4	36	36 1/4	37 1/2	37 1/2	37 3/8	37 1/2	36 3/4
*Winnipeg	49 3/4	48 1/2	49 3/4	49 3/4	48 3/4	48 5/8	48 1/2	48 3/8	49	48 3/8	48 1/2	48 5/8	48 1/2
Milwaukee	42 1/2	40 3/4	41 3/4	41 1/2	41	40 3/8	39 1/2	39 3/8	40 5/8	40 1/2	40 3/8	40 7/8	39
SEPTEMBER RYE.													
Chicago	111 1/2	107 1/2	108 3/8	109 1/2	106	104	103 3/4	102 1/2	103 3/4	104 1/4	104 3/4	105	103 3/4
Minneapolis	107 1/4	104 1/4	106	107	102 3/4	100 1/4	100 1/2	99 1/4	101 3/4	101 1/2	101	101 1/2	100
Duluth	110	106 1/4	107 1/2	108 1/4	102 3/4	101 3/4	101 3/4	100	101 1/4	101 1/4	101	101 1/2	99 5/8
*Winnipeg	101	104	106	106	103 1/2	102	101 1/4	99 3/4	102	101 1/2	102	102 1/2	99 1/2
SEPTEMBER BARLEY.													
Minneapolis	72 1/4	71	72	71 1/4	70 1/4	69 1/2	67	67 1/4	68 3/4	69	68 3/4	68 3/4	68 1/4
*Winnipeg	78	76	76 3/4	76	75 3/8	75 3/8	75 3/8	73 3/4	76 3/4	75 3/8	76 3/4	76	74 3/4

\*October. \*\*New wheat.



## Trading in Excess of Hedge Sales Invalid.

The decision by the Appellate Court of Indiana June 12, 1925, against the Sawers Grain Co. of Chicago, Ill., and in favor of the defendant Chas. Teagarden, receiver of the Raub Grain Co., places an unreasonable burden on Board of Trade brokers, in virtually requiring them to pry into the private business of their customers to determine whether their purchases and sales exceed the amount necessary for hedging.

In view of the fact that it is quite within the province of an elevator manager or his board of directors having 15,000 to 25,000 bus. of wheat in the house to carry the grain unhedged, and to take off all hedges at any time, the grain commission merchant who receives an order to buy in 15,000 bus. of wheat is not in a position to question his customer. These orders must be handled quickly and in the natural course of events it would not be apparent to the broker that the elevator company was trading too heavily in futures until the margin clerk reported that the open interest was too large for the marginal deposit, and the elevator company failed to remit additional funds.

In the case of the Raub Grain Co., operating an elevator at Raub, Benton County, Ind., of 70,000 bus. capacity, the holders of the \$15,000 capital stock, who were farmers and retired farmers, left the management to Lee Kelley, who was employed when the business was started in 1915, and who continued as manager

until his disappearance July 1, 1920. At the time Kelly left he had borrowed about \$30,000, and was using an additional sum of \$20,000 furnished by stockholders. The company was indebted to the Sawers Grain Co. for \$38,751.06, to others for \$31,934.80, plus the expenses of the receivership, and had assets of \$24,197.21.

The Raub Company conducted a cash grain business with appellant long before the option and future account was opened, and its cash grain sold to appellant was entered in the receiving account, except items aggregating \$845.81 of cash for grain received from its Indianapolis office, which items were credited to the futures account. At that time the futures account showed a large sum due appellant, upon which Kelly had ceased to make any payments.

On February 9, 1916, when the Raub Company had about 30,000 bushels of oats in its elevator, car equipment was scarce, and could not be procured at all times in quantities desired. The directors of the Raub company then directed the manager to sell half of the oats on the Chicago Board of Trade for the purpose of hedging the company against loss on account of the fall in price of such grain during the time it was held in the elevator. The minutes of such order were made by the manager, and the secretary's name signed thereto by the manager, and were not read at any subsequent meeting of the Board. They were as follows:

"It was moved and seconded that the man-

ager be given authority to hedge grain bought as he deemed it necessary. The motion was carried."

This order as recorded is different from the one which the Board made. Kelley, pursuant to said order as entered, sold a quantity of oats in the year 1916, which resulted in a loss to the company. In June, 1917, Kelley commenced operations in buying and selling options or futures on the price of grain on the Chicago Board of Trade, which continued from that day until June, 1920, when Kelley abandoned his employment. These operations, conducted at divers times during the years 1917 to 1920, inclusive, resulted in total net losses of \$46,229.88, including appellant's commissions in the total sum of \$8,831.91, to which should be added some smaller items of loss.

**The Court said:** During all of these operations the parties thereto, or any of them, did not intend to purchase and receive, or to sell and deliver, the various and divers quantities of grains or any of them represented and comprehended by said several deals, nor did they intend to pay for any of the grains so purchased, nor to receive pay for any of the grains so sold, but intended only to speculate on said Chicago Board of Trade in the future prices of grain, and, in fact, no grain was delivered on account of any such deals or transactions. Said Kelly during such time purchased other options of futures, but they were all speculative, and were conducted without any purpose on the part of the Raub Company, or its manager, to accept and receive the grain purchased, or to deliver the grain sold.

The Raub Company had no notice or knowledge that appellant claimed it was indebted to appellant, or that such notes had been executed, until long after Kelley left its employment. It gave no authority to Kelley to deal in options or futures, except as to the oats in the bin in 1916, or to execute said notes. Kelley did not enter in the books of the Raub Company any of the transactions or dealings in options or futures or the said notes except one entry which was not indexed and not discovered by the company, and when the Raub Company employed an accountant to audit its books, Kelley departed to parts unknown. The Raub Company never authorized Kelley to sell and deliver to appellant grain owned by it, and to apply the proceeds on margins, futures, or losses connected with or growing out of the dealings in options and futures.

The manager of the Raub Company bought and sold 3,800,000 bushels from June, 1917, to July, 1920, in addition to the actual grain passing through its elevator. It can hardly be contended that transactions involving such an enormous amount of grain were nothing more than hedging for the protection of the company in the handling grain through an elevator of but 70,000 bushels capacity. The court reasonably inferred that there was no intention to make delivery of the grain bought and sold.

It is apparent from this finding of the court, and the same is supported by evidence, in the light of the foregoing authorities, that the transactions between appellant and the Raub Grain Company, so far as they involved dealings in futures and options, were illegal, and, as against public policy, void.—148 N. E. Rep. 205.

**Automobiles** now outnumber the largest total of horse-drawn vehicles Chicago has ever known sixfold. When the horse was in use there were never more than 70,000 vehicles in Chicago, and fewer than 60,000 of them were drawn by horses. To date over 325,788 have paid the license fee to travel the thoroughfares with their machines, where only 11,088 were issued for the entire year of 1910. The comparison of horse drawn vehicles licensed during 1910 and 1925 (to Aug. 15) is 58,421 and 17,749, respectively.

## Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

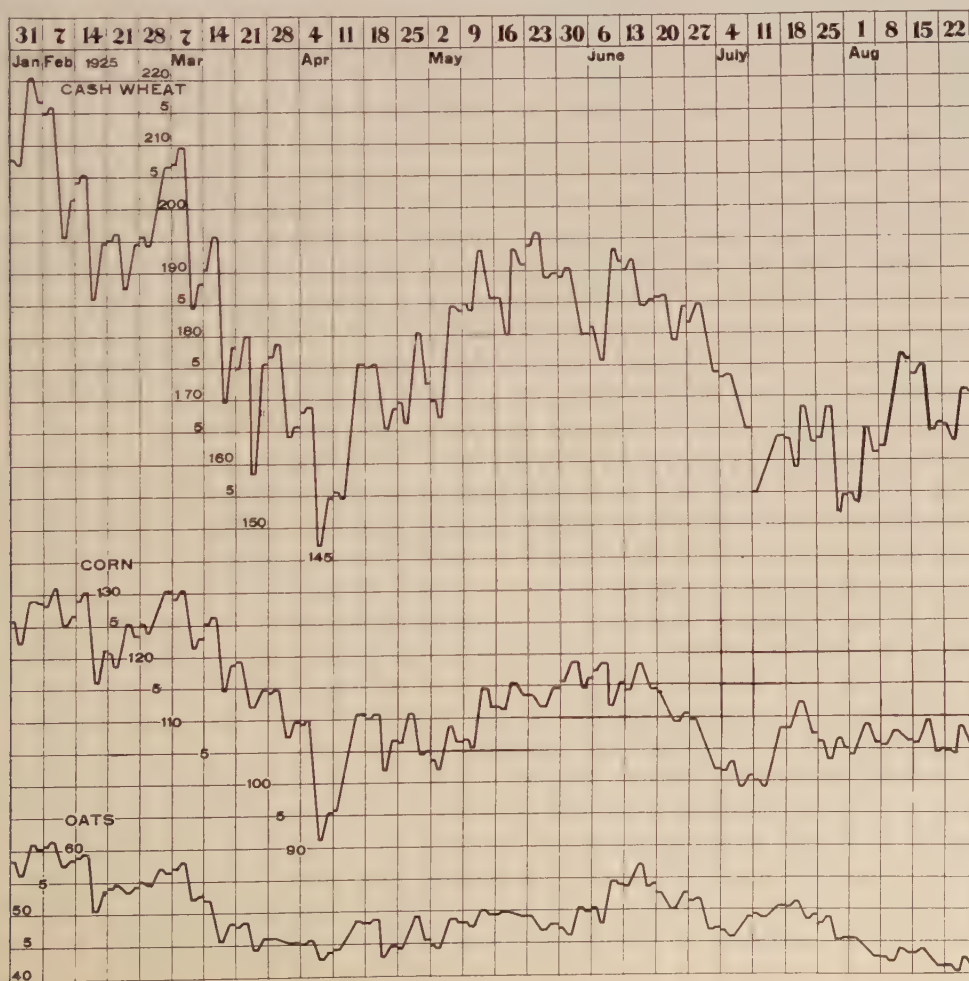
Sept. 8. Iowa Seed Dealers Ass'n at Ames, Ia.

Oct. 12-14. Grain Dealers National Ass'n at Kansas City, Mo.

Oct. 12-14. U. S. Feed Distributors Ass'n, Kansas City, Mo.

## Cash Wheat, Corn and Oats Fluctuations from Jan. 26 to Aug. 22.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.





## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### COLORADO.

Bovina, Colo., Aug. 14.—The crops are light this season, only about 50% of normal; however, the quality is good.—R. A. Rule.

### ILLINOIS.

Princeton, Ill., Aug. 14.—We have a fair crop of oats and wheat around here. Corn will make a fair crop if we get rain, as it is fired some now.—E. W. Hopkins Grain Co.

Springfield, Ill., Aug. 17.—Illinois corn outlook is for a large crop, tho yields have been reduced sharply by drouth in some east-central and southern areas. Drouth damage since the first of the month, however, has been offset since the rains of the 12th by improvement over most of the heavier corn acreage areas, with stands tall and well-eared as a rule. Advancement of growth about three weeks ahead of last year. A few chinch bugs reported but not extensive as yet. Winter wheat threshing completed with the exception of a few scattered areas where the work of finishing up was delayed by recent rains. State yield per acre of 15.2 bus. is below average but somewhat above earlier expectations. Yields above average in northern and southern areas and below average in central area; quality is favorable. The present outlook is for increased planted acreage this fall.—A. J. Surratt, Agricultural Statistician.

### IOWA.

Persia, Ia., Aug. 13.—Corn here coming out since rain. Look for an average crop.—Bowles Grain Co.

Richards, Ia., Aug. 13.—The prospects on the new corn crop were discouraging some 30 days ago, but recent rains considerably improved the situation. New corn during the past few days has made a wonderful showing; prospects now are for a bumper crop. The threshing season on oats is now over with; its yield was a surprising one to the farmers, being 20 to 30 bus. above their estimates.—Richards Elvtr. Co.

### KANSAS.

Larned, Pawnee County, Kan.—The alfalfa fields of this county are beginning to show the effects of the recently observed web worm.

St. Francis, Kan., Aug. 16.—Good wheat crop here this season and think wheat acreage sown will show increase of 10% to 15% this fall.—J. C. Dopp.

### MINNESOTA.

Aitkin, Minn., Aug. 21.—We will have about 50% increase in our wheat crop and other grains are 25% to 30% better than a year ago.—MacGregor Dennerly Co.

Akely, Minn., Aug. 22.—The spring wheat is very poor, mostly No. 4 or 5; about 12 bus. to the acre. But little winter wheat sown. Oats are good. Not but little rye of fair quality. Last year spring wheat was mostly No. 1, about 20 bus. to the acre. Corn is very backward, will be mostly soft.—La Moie Bros., Agt., H. C. Erwin Co.

Danvers, Minn., Aug. 14.—Crops are fair to good here. Oats are going from 30 to 60 bus. per acre and some fields may go 70, but just a few real good ones; oats are testing as high as 39 lbs., average 32 lbs. per bu. Barley average about 27, and wheat from 6 to 20 bus., most wheat testing from 48 to 56 lbs. Rust hit most of this section hard. Corn is a bumper crop if nothing happens to it.—E. W. Nelson.

### MONTANA.

Whitetail, Mont., Aug. 11.—Less than half a crop is expected. Possible average of 7, 8 or 9 bus.—Larson Bros. Elvtr. Co.

Dillon, Mont., Aug. 14.—Crops here this year are very good, but not as much has been put in as in former years. Milling wheat was the grain that was not put in.—The Waldorf Co.

Deer Lodge, Mont., Aug. 12.—Crops are fairly good here, this year's crops probably 80% above last year's; in fact last season's crops were a

total failure; however, there will not be much wheat here this year as this is not an agricultural section.—Deer Lodge Valley Farmers' Equity Exchange.

Billings, Mont., Aug. 11.—Just returned from a 1,400-mile crop inspection trip thru north-east, eastern and central Montana, and according to our estimate a half crop is as good as we can look for this year. This seems to be the opinion among others as well. It is another case where good farming counts, as we saw fields which were running 20 bus. and the neighbor using shot-gun methods was not getting 5 or 6 bus.—Albert E. Platz.

### NORTH DAKOTA.

Wyndmere, N. D., Aug. 14.—Oats, barley and flax are good crops here but wheat will only test 55 lbs. per bu. Threshing commenced now.—Wyndmere Grain Co., Albert H. Johnson, prop.

Langdon, N. D., Aug. 12.—Wheat damaged considerably by heat and rust; 10-12 bus. will be about average; cutting will commence in a few days. Oats and barley are a fair crop and cutting of either is now general. Rye is poor and yield will be light. Flax on clean land is fine, but lots of fields are so weedy they will not pay to cut.—Arthur Sparling.

Webster, N. D., Aug. 19.—Durum wheat making from 12 to 20 bus. per acre, think as good as last year. Marquis, Ruby and other milling wheat is not so good, rust got it; is making 7 to 10 bus. per acre. Oats and barley good; oats going 50 to 65 bus., barley 20 to 30 bus. Think corn too late for maturity.—E. T. Forbes, Forbes Grain & Fuel Co.

### OKLAHOMA.

Oklahoma City, Okla., Aug. 11.—The condition of soy beans on Aug. 1 was 81% of a normal, cow peas 79%, clover hay 64%, and grain sorghums 66% against 82% July 1. This latter condition indicates an average yield of about 15.2 bus. per acre and a total production of 21,161,000 bus. Last year the production was 29,614,000 bus.; in 1923, 18,276,000 bus. and in 1922 of 19,575,000 bus.—Carl H. Robinson, Agricultural Statistician.

Oklahoma winter wheat production of 24,903,000 bus. compares unfavorably with the 54,874,000 bus. harvested last year; yield per acre of 8.2 bus. also compares similarly with the 10-year average of 12.5 bus.; the quality of 87% compared with a 10-year average of 89% is more heartening. The recent rains greatly benefited late corn, but early corn is more or less of a failure due to lack of moisture at proper time; condition for state as a whole is 32% compared with the 10-year average of 66%; forecast production 24,883,000 bus. compared with 65,600,000 bus. harvested last year. Oats condition 22% compared with the 10-year average of 68%; production 31,042,000 bus. compared with 38,880,000 bus. harvested last year.—S. H. Johnson, vice-president and freight traffic manager, C. R. I. & P. R. R. Co.

### TEXAS.

Farnsworth, Tex., Aug. 16.—Wheat here this season was a complete failure. Maize and kafir look good. Prospects for a large acreage of wheat to be sown.—L. R. Conner, mgr., Perlyton Equity Exchange.

Fort Worth, Tex., Aug. 10.—Grain trade conditions have not improved any since our annual convention, if anything they have gotten worse as our crops were all very short, tho the dealers seem to be doing reasonably well.—H. B. Dorsey, sec'y, Texas Grain Dealers Ass'n.

### WASHINGTON.

Edwall, Wash., Aug. 19.—Crops turning out at 20 bus. average; quality excellent.—Edward J. Beck, mgr., Edwall Whse. Co.

### WISCONSIN.

Madison, Wis., Aug. 20.—State production of buckwheat is reported as being 6% above the harvested production of 1924. The Aug. 1, 1925, forecast is placed at 459,000 bus.; the five year average is 432,000 bus.; the condition 91% of normal. The Aug. 1 forecast for flaxseed is 179,000 bus. compared with 104,000 bus. last year, a 60% increase; the condition is 90% normal.—Paul O. Nyhus, Agricultural Statistician.

### WASHINGTON, D. C.

Washington, D. C., Aug. 10.—The Crop Reporting Board of the Bureau of Agricultural Economics makes the following estimates of the

condition of crops in the United States, in comparison with normal conditions. Comparisons are made in the following order: condition (normal 100%) Aug. 1, 1925; condition July 1, 1925; condition Aug. 1, 1924; average Aug. 1 condition 1915-1924. Conditions of crops, compared, are: beans, 81.3%, 84.8%, 79.2%, 82.2%; broomcorn, 59.6%, 58.1%, 73.8%, 75.4%; cotton, 65.6%, 75.9%, 67.4%, —; cowpeas, 70.0%, 74.0%, 72.8%, —; grain sorghums, 66.0%, 79.9%, 76.5%, 78.3%; alfalfa, 79.1%, 82.2%, 81.3%, 86.0%; clover, 71.7%, 62.9%, 87.5%, —; timothy, 69.0%, 63.6%, 88.7%, 86.9%; soy-beans, 81.2%, 86.1%, 83.9%, —; velvet beans, 73.7%, 77.3%, 79.2%, —.

### Estimates of Flax Acreage Revised.

Washington, D. C., Aug. 10.—The estimated area of flax in 1925 was reduced from 3,466,000 acres to 3,093,000 acres on the basis of a re-survey of acreage found necessary because of the conflicting nature of the evidence available for North Dakota and Montana when the July estimate was prepared.

The condition of the flaxseed crop is spotted, the average condition on Aug. 1 of 75.4% being below the 10-year average of 76.3%.

The production of 23,500,000 bus. is indicated, which, altho less than the 30,000,000 bu. crop of 1924, is larger than any intervening year since 1912.

The revised acreage, however, is about 6% less than the acreage harvested in 1924. The new figure for North Dakota is 1,386,000 acres, which is 80% as great as the acreage harvested in 1924. The revised figure for Montana is 297,000 acres, which is 10% greater than in 1924.—Buro Agri. Econ.

### Michigan Crops Faring Better.

Lansing, Mich., Aug. 11.—While there are some thin and uneven stands of beans, the greater part of the fields are in excellent condition. The present outlook is for 88% of a crop, a gain of 6 points over last month and 5 points above the 10-year average, and equivalent to a crop of 7,282,000 bus. If this volume is realized it will be the largest on record for the state. The 1924 crop totaled 5,848,000 bus.

The present corn condition of 85% is 4% better than one month ago, 4% above the 10-year average, and 17% better than one year ago. The present outlook is for a production of 58,757,000 bus. as compared with 43,836,000 in 1924. Stands are generally good thruout the main producing counties.

There is an indicated increase of 5% over last year in the buckwheat acreage planted, making a total of 64,000. The present condition of 81% is equivalent to 881,000 bus. from this acreage, a slightly smaller crop than last year.

—L. Whitney Watkins, Commissioner of Agriculture, and Verne H. Church, U. S. Agricultural Statistician.

### Van Dusen-Harrington's Crop Report.

Minneapolis, Minn., Aug. 19.—During the past few days there have been rains in a number of the very dry districts of the Northwest. This moisture will probably be of some help to corn and late flax, altho coming too late to be of any great benefit. The months of July and August have been the driest in a number of years and all of the late crops have suffered. The weather has been ideal for harvesting and threshing, as indicated by the excellent condition of the earlier receipts.

The movement of wheat to market is about normal, but many of our correspondents report that farmers who are able to hold their wheat, will undoubtedly do so. The quality of the wheat generally is excellent, altho some of it has been shrunk by rust, and heat. Later returns show the yields in the same districts as low as 4 bus. and as high as 22 bus. to the acre. One of the greatest factors this year was good farming. Wheat seeded under proper conditions shows a much higher yield than that on poorly farmed land. Durum wheat, so far is of exceptional quality and high in protein. Possibly some of the late crop will be lighter in weight as it was affected by the heat.

The corn has shown little, if any improvement during the past week. While there has been moisture, the crop in many places had advanced to the stage where it would not improve under most favorable conditions. The corn will probably be of much better quality than last year, when a large percentage was not marketable on account of its poor condition.

The final result of the barley crop is very satisfactory. The yields have been good and the quality so far exceptional. While there is a considerable portion of the oats crop light in weight, the quality and condition are good.

The cutting of flax is in progress, but threshing returns continue to show wide range in yields. The dry condition of the soil has hurt the late flax considerably and both the yield and quality have been reduced.—W. G. Hudson, The Van Dusen Harrington Co.



## Crops Abroad.

Swedish condition of all growing crops is reported as quite satisfactory.

Argentine wheat and flax seeding is completed and preparation of the land for corn is being made with rapid progress.

British growing crop forecasts are favorably reported and the estimated above a 10-year average is below last year's production.

Polish estimates of growing crop production considerably in excess of yields of last year. Wheat is estimated at 26,666,000 bushels against 18,635,500 last year, a 40% increase, and rye at 127,260,400 compared with 79,822,900 in 1924, a 59% increase.

Russian crops have been hampered in their growth by the Hessian fly and other such pests. The growing crop is said to be under a 10-year average the considerably in excess of last year's production, however estimates claim a crop of 2,118,000,000 bus.

Algerian wheat production is estimated at 32,775,000 bus., compared with 17,355,000 last year and 36,394,000 the year preceding. The barley crop is placed at 42,117,000 bus. compared with 20,684,000 and 46,916,000 respectively the two years previous.

World production of flaxseed will probably be smaller this year than last, reports the dept. of agriculture. Acreage estimates for 14 countries which had been 95% of the estimated total world flax area last year total 16,841,000 acres compared with 17,530,000 acres in 1924. Production estimates or forecasts for the U. S., India, Canada, Morocco, Tunis and Bulgaria total 54,353,000 bus. compared with 58,852,000 bus. last year. These countries produced more than 45% of the 1924 crop.

Delaying returns or account of sales on destination term shipments places a permanent check on future business, while prompt returns promote pleasant and profitable business relations with progressive shippers.

D. J. Price will take up commercial work with the Mine Safety Appliance Co. of Pittsburgh, on Sept. 1. Mr. Price is engineer in charge of development work in the Bureau of Chemistry, U. S. Dept. of Agriculture, engaged for the past decade or more in the causes and prevention of grain dust explosions.

## Indian Wheat Estimate Slightly Higher.

The final estimate of the Indian wheat crop for this year is 324,651,000 bus., compared with a previous estimate of 323,415,000 bus., according to a cablegram received by the U. S. Department of Agriculture from the Indian Department of Statistics at Calcutta. The final estimate of the harvest last year was 363,888,000 bus.

Official estimates of exports from the new crop are not yet available, but reports from private sources indicate that from the beginning of the crop year April 1, exports to August 1 have already amounted to 5,000,000 bus. or about the same as the estimated surplus.

Consumption of wheat in India, however, varies considerably, not only with domestic production of wheat, but also with production of other food grains such as millet and rice.

## World Wheat Estimates Increase

Wheat production in 22 countries reported up to Aug. 19 amounts to 2,222,000,000 bus. against 2,156,000,000 bus. for the same countries last year, according to information received by the U. S. Dept. of Agri. These countries represent about 83 per cent of the Northern Hemisphere crop outside of Russia and China and 72 per cent of the world crop outside of Russia and China.

Grain crops in the Southern Hemisphere are promising and a record acreage is indicated. It is still several months, however, until the beginning of harvest in these countries and the out-turn of the crop will depend largely upon favorable growing conditions. Argentina's preliminary report of 18,500,000 acres sown to wheat is the largest acreage recorded for that country.

No official estimate is yet available for the total acreage of Australia but information from private sources indicates an acreage as large as that of 1924-25. Last year the harvested area was estimated at 10,755,000 acres which was considerably above that of any preceding year with the exceptions of the war years 1915-16 and 1916-17.

## From Abroad.

Hungarian grain futures market is to be re-established in Budapest some time during September.

Russian State Bank has started to build an 800-ton daily capacity grain cleaning plant in Leningrad next to its port elevator.

Polish export tax on rye, wheat, barley, oats and flour was suspended Aug. 1, grain prices having reached a world parity.

Italian Cabinet is considering a bill providing for the constitution of a permanent committee to encourage wheat production in Italy.

Odense, Denmark, new wharf suffered heavily July 24 from fire that swept much of the grain and endangered many of the grain handling plants in this new port.

Bombay government will hereafter attempt to regulate the exchange in order to prevent sudden upheavals which tend to destroy the faith of the investing public in Indian industries.

Canada now prohibits the importation of hay, straw, forage, fodder, millfeed and merchandise packed in fodder, from Tex., N. Mex., Colo., Kan., Okla., Ark. and La.

Victoria (Australia) grain merchants have imposed a dockage of 6d per bag (minimum) on all wheat sacked in second-hand bags by the wheat growers of the state.

French compulsory admixture of rye flour now stands reduced to 4%. Compulsory use of rice flour is to be withdrawn altogether on Aug. 20.

Argentine corn is being imported by Canadian starch manufacturers at 6c under Detroit offerings despite its superior qualities for feed manufacturing. Canadian corn is preferable for these importers' business.

Uruguay government now maintains an official seed commission that cleans and sells seed in Montevideo and that sends thruout the Republic a railway car equipped to do free cleaning of certain seeds.

Japanese importation of rice has been extended to Oct. 31, according to a cable from Acting Commercial Attache Calder at Tokyo. This action has prevented a further rise in price.

Yugoslav import duty on certain foodstuffs was remitted by the Ministry until further notice. Wheat, rye, speltz, barley, oats, corn, dried peas, beans, lentils, and all flour except that milled from rice, potatoes, or legumes are included.

Russian wheat sales to Aug. 21 total from 5,511,000 bushels to 7,348,000 bushels, mainly August-September shipment. Further offers are now confined to September and October shipment probably as a result of recent rains. Sales to date are based entirely on description, as samples are only just arriving. While these samples look good, containing not over 6 per cent admixture, future business is largely dependent upon the character of actual shipments.

India—The monsoon can now be properly said to have reached all parts of India in a satisfactory fashion, according to a report by Donald Renshaw, Assistant Trade Commissioner at Bombay. In most cases, the rainfall to date is in excess of that which had occurred last year during a similar period of time. Standing crops are reported in very good condition, barring the isolated cases where damage has occurred either due to floods or to an unusually small amount of rain. These exceptions, however, are not serious, and considering the size of this country, are really to be expected.

The Italian Director General for Agriculture in Italy has decreed that those producers of the Roman Campagna who, in the agricultural year 1925-26 plant wheat of selected seed will be awarded prizes ranging from 75 to 100 lire per hectare. Ten per cent of this prize will be awarded to the agents of the estate when it is proved that they have co-operated to the utmost in the conservation of the purity of the various classes of seeds and in the producing of a good crop. This is for the purpose of encouraging the production of wheat in an attempt to make Italy independent of foreign wheat.

The Italian Cabinet on July 24, 1925, approved a decree enforcing from July 24 the import duties which were established by the Italian Tariff of 1921, on the following cereals and flours, but which have been temporarily waived or reduced for varying periods since that time: [All in gold lire (\$1.93) per 100 gross kilos (220

pounds): wheat, 7.50; rye, 4.50; corn, other than white, 1.15; wheat flour, 11.50; semolina, 15.50; macaroni, 16.00; oats, 4.00 (all these formerly temporarily exempt from duty); rye flour, 6.50; oat flour, 6.00; yellow corn meal, 3.15 (all these formerly temporarily dutiable at 1.35); bread and hardtack, 16.00 (formerly temporarily dutiable at 5.50); bran, 2.00 (formerly 0.60.)]

## Soy Beans Now of Commercial Importance.

Seedsmen are racing in their test laboratories and testing grounds to catch up with the rush of the soy bean. It has been found necessary to test this comparatively new farm crop both for climate and for soil, the varying strains being somewhat notional as to their territory if they are to flourish. Although first known in the United States in 1804, so far as records show, the soy bean has not been a commercial product of importance in this country until the last few years, in fact it is chiefly a development since the war.

Last year the northern states increased their soy bean acreage 25 per cent. The total acreage of soy beans in the country was 534,000 acres in 1924 as against 452,000 in 1923. Some states, such as Missouri, showed a 50 per cent increase.

Being a legume and having the trick of secreting its own nitrogen on its roots in small lumps or nodules, it is also valuable to grow and plow under for fertilizer and as a follow crop to keep the land in proper condition. The soy bean has earned the popularity it is achieving.

Where the soy bean was grown in rotation with rice, weeds, and especially the troublesome red rice, have been eradicated, a good quality of seed rice has been obtained, and the yields of rice have been greater than when commercial fertilizer was applied.

## Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Danvers, Minn., Aug. 14.—Received a few loads of No. 1 wheat recently.—E. W. Nelson.

C. B. Fox, an exporter of New Orleans, holds that a deal of corn is likely to be exported by the U. S. this year, the surplus coming from Illinois and Nebraska. Mexican importations since the duty suspension are steady, tho smaller than reported, he says.

Washington, D. C., Aug. 18.—The Dept. of Commerce announces that the total stocks of wheat held June 30 by 956 mills amounted to 32,313,691 bus., of which 82.7% was in private terminal elevators, in transit, and in mills; 10.6% in public terminals; and 6.7% in country elevators.—Millers National Federation.

Domestic wheat consumption and 1926 carry-over is placed at 554,000,000 bus. in a recent bulletin issued by the Millers Nat'l Federation. The carry-over on July 1, 1926, will only total 29,000,000 bus., says the report, if the domestic flour consumption is approximately the same as it was the last two years.

Minneapolis, Minn., Aug. 15.—Movement of grains in this market during July 1925, compared with July 1924, in bushels, was as follows: receipts of wheat, 5,522,350—5,460,210; corn, 706,950—992,280; oats, 1,908,570—1,010,750; barley, 774,640—399,540; rye, 114,770—427,410; flaxseed, 286,110—264,000; millstuffs (tons), 1,141—2,186; screenings (tons), 6,258—6,746; and oil cake (lbs.), 501,585—150,550. Shipments of the same commodities similarly compared were: wheat, 3,206,130—3,325,020 (bus.); corn, 671,240—699,370; oats, 3,071,610—1,224,160; barley, 753,500—558,420; rye, 177,930—1,099,960; flaxseed, 63,860—54,120; millstuffs (tons), 52,444—61,440; screenings (tons), 4,190—4,993; and oil cake (lbs.), 14,624,061—10,465,644.



# Another Tile Elevator Failure

In several numbers recently we have published information regarding the failure of tile tanks to give that protection to stored grain which the builders claimed and expected to give. The failure illustrated on the front cover of the Journal of August 10th was due entirely to uneven settling, water, rust, and freezing.

A re-appraisal of the damage done to the tile tanks of the Eminence Milling Co.'s elevator at Eminence, Ky., last April, developed unexpected damage. No fire occurred, but the mill which was forty feet away on the North of the tanks and the warehouse which was twenty-three feet west of the tanks, were completely burned. Through the urgent appeal of a representative of the Mutual Fire Prevention Bureau, water was kept off the tile tanks until after all the wooden buildings were destroyed. Then, during the temporary absence of the tanks guardian, the firemen flooded them and tile walls which had been exposed to the heat were badly damaged as is shown by photograph reproduced herewith.

The experience of grain dealers and millers, who have invested money in tile storage tanks is far from satisfactory. The greatest trouble is that few tile grain storage tanks have been provided with a heavy enough foundation to withstand the uneven stress of varying loads. The development of cracks in the joints, even though infinitesimal, has resulted in water being admitted through the wall with the result that the reinforcing has rusted and the cracks have been enlarged by the swelling, due to freezing.

In the light of the recent experience of the mutual fire insurance companies at Eminence, Ky., which resulted in their paying \$11,395.00 on an \$18,000.00 policy, it seems necessary to effect a material increase in the rate for insurance on tile grain storage and contents.

Roy M. Wyatt who served as an appraiser for the Mutual Fire Insurance Companies in commenting on this great loss due solely to exposure, says:

"The resulting damage to a cluster of tile tanks from an exterior, adjacent fire is astonishing, but yet something that can always be expected. It is a well known fact that materials burned in a fire to the point of vitrification during manufacture will not withstand very much heat afterwards; especially where only part of the item is subjected to the intensity of the heat, and then showered with water or comes in contact with moist air. The mortar joints show but little damage from the fire, indicating that cement will withstand more heat than tile. From the writer's own experience, had the elevator been built with concrete tanks, I believe the damage from the fire would have been very little, if any, with the buildings under fire so far from the face of the tanks.

Tile tanks, although fireproof within themselves, are subject to a great deal of damage from adjacent fire and are a greater risk than similar concrete tanks.

It is also more expensive to repair damages to tile tanks than it is to concrete tanks subjected to the same fire exposure."

The fire loss on the mill, warehouses and engine room of the Eminence Milling Co., was adjusted promptly after the fire, but the loss on the tile tanks as the result of the intense heat and water was more difficult to determine and finally engineers of experience were employed by the mill and the fire insurance companies to decide the amount of the loss and how best to repair the damage to the tile tanks. From the interesting detailed report filed by Roy M. Wyatt and R. J. Sweeney, appraisers, and signed by J. B. Ohligschlager, umpire, we quote the following:

**THE TILE ELEVATOR.**—The elevator was used for receiving, cleaning and storing grain and consists of six tile tanks 53 feet high, two being 14 feet in diameter, two 10 feet in diameter, and two 12 feet in diameter, arranged as shown in the accompanying blue print. The entire tanks and interstice space or machinery well are covered with a concrete roof slab which also serves as a floor for a tile pent

house approximately 17 ft. by 28 ft. by 12 ft. high over the center of the tanks. The pent house also has a concrete roof slab.

The machinery located in the center of the cluster of tanks consists principally of two wood elevator legs, one wood box conveyor across the house at the bottom of the tanks, one man lift, one Eureka receiving separator, one 15 hp. electric motor, one large cyclone dust collector, metal spouts to mill, wind-trunking to dust collector, spouts to and from tanks, electric wiring, etc.

The tile bins are supported on a concrete foundation and are built up with 14 in. by 8 in. by 5 in. double wall, salt glazed patented silo tile manufactured by the Brazil Hollow Brick & Tile Co., Brazil, Ind. The tile are laid up in a Portland cement mortar and reinforced with three 5/16 in. round rods in each mortar ring. The tanks are 75 tile courses high. The mortar joints in the tile work were originally struck with the trowel and later pointed over with an asphaltic cement pointing compound. The workmanship on the tile setting appears to have been done carefully and presents a good appearance for that class of work.

The concrete roof over the tanks is of rather crude construction. It does not appear to be properly reinforced but is rather carried by and supported on pipes or old boiler tubes resting on the top of the tank walls. Its construction is

such that we decided that it would be impossible to remove any walls out from under it or to support it temporarily by means of needles or bracings. The pent house wall load is carried by this concrete roof slab.

The pent house is built up of 12 in. by 6 in. plain, salt glazed, wall tile and is covered with a concrete roof slab supported on beams resting on concrete columns which run down and bear on the main roof slab and tile wall intersections.

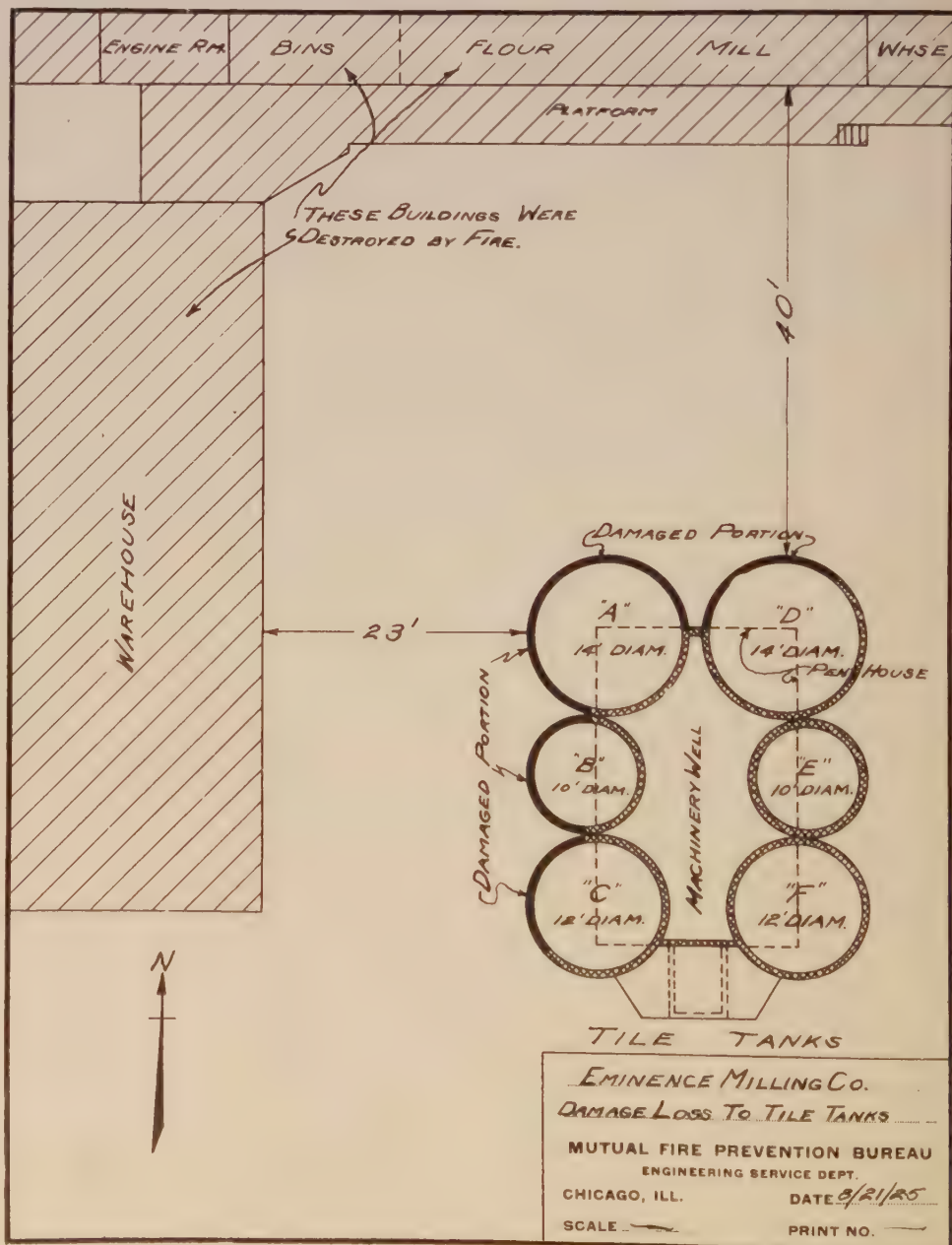
**DAMAGE TO THE ELEVATOR.**—The damage to the elevator is confined to the walls of the tile tanks only and was caused entirely by the intense heat resulting from the burning of the other adjacent structures as described above; the nearest building burned being the warehouse located 23 feet west of the elevator. For the purpose of reference, we have given a letter name to each tank on the accompanying plan and photographs.

Tank "D" located at the northeast corner of the elevator is 14 feet in diameter and about one-third of the perimeter surface is damaged except the six top rows of tile.

Tank "A" located at the northwest corner of the elevator is 14 feet in diameter and about three-fourths of the perimeter surface is damaged except the four top rows of tile.

Tank "B" located in the middle of the west side is 10 feet in diameter and about one-half of its surface is damaged except the top eleven rows.

Tank "C" located at the southwest corner of the elevator is 12 feet in diameter and about one-third of it is damaged except the top eleven rows.



Ground Floor Plan of Eminence Milling Co.'s Plant at Eminence, Ky., Showing Exposure of Tile Tanks.





Tile Elevator at Eminence, Ky.

Tanks "E" and "F" located on the south part of the east elevation are not damaged. The view reproduced herewith shows the north elevation in which tanks "A," "B," and "C" appear, and a close up view of tank "A."

The close up picture shows the general character of the resulting damage. The intense heat from the burning of the adjacent buildings set up an internal strain in the tile subjected to that heat causing the outer wall of the tile to crack off and in a great many places the inside outer wall also gave way. The walls of part of the tile have dropped off entirely and a great deal of the remaining damaged area is loose and pieces continue to shatter off from time to time. With the advent of some wet freezing weather the outside surface will flake off of most of the damaged area.

The mortar joints are not damaged to any great extent, the cement mortar being able to withstand a great deal more heat than the tile. The asphaltic cement pointing of course is destroyed.

There were sufficient insulating properties in the tile work to prevent the heat from destroying the grain inside of the tanks and from setting fire to the wood platforms, machinery parts, etc., inside of the elevator.

**METHODS OF REPAIR.**—In order to estimate the damage loss, we gave consideration to various ideas or methods of repairing the damage so as to make the tanks as structurally strong, useful and as good in appearance as they were before the fire.

We considered the possibility of using a cement gun coating, of wrapping the tanks with a metal fabric and hand plastering, and of pouring an additional four or five inch concrete wall around the entire elevator. After due consideration and estimating, these ideas were given up on account of excessive costs and the fact that they would not give a like appearance to the elevator nor a finished surface similar to that which existed before the fire.

We also considered placing an additional course of tile around the exterior surfaces of the elevator. This did not prove to be an economical scheme, nor would it aid in strengthening up the shattered walls as regards vertical bearing load. The main structural damage to the tanks is in the reduction of effective vertical bearing capacity due to the destruction of the outer walls of the tile leaving only the inner walls to carry the load.

We investigated the possibility of entirely removing the damaged parts of each tank and replacing with new tile. This idea would require considerable skill and careful work to get the proper bond between the old and new steel and to get the new tile neatly toothed into the old tile. Then, too, the mortar joints in the old work have of course already had their shrinkage and settlement, while the mortar joints in the new work would naturally do some shrinking and settling. This would cause some joints to open up enough to permit moisture to enter the grain which would be objectionable. Also, such a large portion of tanks "A" and "B" would have to be removed that it would be necessary to support a large part of the roof slab in some way and that would be difficult to do. These ideas were also abandoned on account of costs and construction objections.

Most of the various methods considered for repairing the damage would have required additional foundations; some method of tying the new work to the old; treating the undamaged tanks "E" and "F" also so as to present a uniform appearance; and in some cases it would be necessary either to underpin or remove parts of the roof slab.

After a careful analysis of various proposed methods, we decided that the most satisfactory and economical way to repair the damage would be to wreck the four damaged tanks, salvaging all of the tile not damaged, and then rebuilding the four tanks new, doing nothing to the two undamaged tanks "E" and "F." This method would fulfill the requirement of repairing the damage with like material and the tanks so repaired would look as good in appearance and be as strong structurally as they were before the fire. This method, although expensive in itself, proved to be as cheap as any of the methods we had under consideration, and fulfilled the other requirements better.

## Philadelphia Using 1923 Shipping Rules.

Grain shippers of the Philadelphia Commercial Exchange have requested the posting of the following:

"Where grain is stored without separation with other grain, either from the same or other shippers, each bill of lading shall bear its proportion of loss or damage, if any;

"Resolved, That the special committee appointed to revise the grain shipping rules of the Commercial Exchange finds it impossible to proceed with the suggested revision of these rules

until such time as New York has accomplished the same purpose, which from present indications will be early this fall; therefore, we ask the sub-committee of the special committee to continue its work and report at the earliest possible date; and be it further

"Resolved, That owing to the omission of grain shipping rules in the annual reports for 1924-25, the shipping rules in effect as printed on the annual report for 1923 be and are hereby in effect until new rules are adopted."

## As Bob Sees It.

BY R. E. THOMPSON, RICHARDSON, TEXAS.

**Stop!** for goodness sake **Stop!** If possible following the pessimistic ideas prevailing. Remember the man worth while is the man who can smile when things are in a hellof-afix.

**Why Man,** it's as clear as mud to me—when wheat was worth \$3.00 per bushel, the correct dock for No. five wheat was FOURTEEN cents. Now that wheat is worth \$1.00 per bushel, anybody on earth can see the dock should remain the same.

**Speaking of "child's play,"** you have no reference to the grain business nowadays. Believe me, it takes the "he men" to get the grain over the roads, and when you do there is very little residue remaining in the bank account.

**Old GRANDDADDY weevil** is the head of an active, aggressive family. There never was a car of grain that left point of origin containing weevils, but it has been a long time since I heard of a car at destination that was not full of them. The sly young creatures must catch the cars in transit so as to sample grade all the stuff being hauled to market.

**A Bird told me;** if I was a man I would SMILE; if I was a dog I would GROWL; I am at least maintaining a sickly grin. Here's hoping the optimist wins—he's always happy everywhere he goes for he takes his happiness with him.

**If you all don't come** to the annual meeting of the Grain Dealers' National Association at Kansas City, we will all say **YOU ARE BUSTED SURE,** but if I'm not there it's because I'm sick and the nurse is good looking—that's all. We will work some, eat a lot, dance a ditty, get our eyes and ears full and have an all around good time. Whatchassay?

**A Belly Ache** is a sign someone or something has disagreed with you. A fellow slipped me that complaint and we arbitrated it. A competent committee of the ass'n decided who should take the castor oil. Even honest men disagree, so the proper system is to arbitrate—I think all honest dealers should belong to the ass'n.

**It'll All come out** in the wash. That's what they all say and I guess that's right too, for I've noticed all my life that everything that's washed goes thru the wringer and of course the result is that **EVERYTHING IS NICE AND FLAT.** Yes, I feel sure that the old saying still holds good—we'll all be flat when we get done washing out. Every day some damphool tells me: "The storm is over now, you can come out of the cellar," and before he gets done telling me, I read where another business Gibraltar has been knocked in the head with flying timbers.

**Washout?** Yes, sir, washout. For two blooming weeks we have not done a cockneyed thing but wash out account sales and pay out profits we **THOUGHT** we had.

**Are you Bucking** this grain game or are you blocking it with pessimism. If you are the latter, I hope some optimist bumps you so hard in your tummy that he knocks you loose from your **USELESSNESS** for six months to come. Business has a right to be good in our line from now on.

**Proverbs 9-5:** Verily, verily, I say unto you: "He that tooteth not his own horn, the same shall at no time be tooted."



Close-up View of Damage Done to Tile Tanks of Eminence Milling Co., of Eminence, Ky.



# The Need of a Real Traffic Manager

By Claude B. Rader, Secretary and Traffic Commissioner of  
The Denver Grain Exchange Ass'n

Excluding financial institutions and others of a nature that do not engage in shipping, there is practically no industry that has not found it necessary to have some one in the firm who has a thorough knowledge of transportation matters. The production department of every factory leans heavily on the transportation companies for its supply of raw materials. The sales department virtually depends upon the traffic man for freight rates so that delivered prices can be quoted. The auditing department, to correctly and accurately function, must know that when a freight bill is paid to the transportation companies the correct amount according to the lawful freight schedules current has been assessed.

Neither the production manager, the sales manager or the auditor can devote his time to the highly technical intricacies of transportation; neither is it practical or economical to include in each department efficient men schooled in shipping matters. Therefore, it becomes necessary to revamp the skeleton upon which successful businesses are founded and add to the already overburdened supports another main stay, namely,

## The Traffic Department.

This new child of big business must have an amazing brain, and to be properly useful it must be chuckfull of information. It must not only know everything about car supply, belated shipments, damaged goods, imperfect cars, freight rates, claims, time, terminal facilities, etc., but it must also be well posted upon the general conditions of the business which it serves so that it can successfully lay before the proper authorities arguments and exhibits that will serve to whip into line for the benefit of its masters, officials, commissions and menials that it is obliged to keep in touch with to be indispensable.

In his own home he is very popular, this assistant sales manager, assistant production manager, assistant auditor, assistant purchasing agent, assistant general manager and traffic man. Therefore he must know what he is talking about. When he tells the grain buyer of a mill that the freight rate is forty-three cents per cwt. from Graintown to a given destination and that transit is permitted, it must be so.

Errors are not to be tolerated. They are costly because one mistake of a few cents per hundred in the freight rate wipes out the profit, or a blunder in giving out transit information may destroy the value of billing.

Visualize a miller, if you can, located in a small town where there is no local demand for flour or feed purchasing wheat from a certain territory for transit purposes figuring upon shipping the flour to a demanding field only to find out that no transit was permitted on the

wheat he purchased. What a ruinous calamity. Or fancy a grain firm with a few cents margin of profit in a contract being advised that the correct rate is sixty-three cents instead of fifty-three cents after the grain had moved. Therefore, it behooves every mill and grain handler to have an experienced traffic man who knows and who does not guess or take a chance.

Transportation and traffic matters have created a new profession and it is an exacting one. Long years of close application and careful study are required to become proficient, and the large grain firm, the flour, feed or cereal miller of today which is successful and a gogetter has in its organization a man who is thoroughly versed in traffic matters, one who knows why, one who can successfully lay convincing arguments before the transportation companies and procure rates that will open new fields for his company.

In transit rates and regulations for cleaning, clipping, shelling, drying, purifying and milling in transit is one of the most perplexing of traffic problems. One is always a student of this nerve racking necessity, but no one should attempt to interpret or apply milling in transit regulations where volumes of business are involved unless they have had the preliminary training necessary to correctly understand confusing terms of the transit structure.

General traffic offices of the transportation companies are constantly called upon to answer questions and make rulings pertaining to transit and if one casually drops into a general freight office of almost any carrier and asks questions of the officials regarding transit he will find that the well organized freight office has a man who makes a specialty of transmit conditions and this specialist is the only one who knows positively anything about the question.

A man who can read tariffs governing the traffic moved by his firm day in and day out to and from virtually the same origins and destinations and does nothing else, but file claims and check rates on the same character of traffic practically every day is not in a true sense a traffic manager, he is a rate clerk. But a man who, in addition to doing the routine of a transportation office, is sufficiently experienced to present supporting meritorious data to the proper authorities so as to open up new fields for his company and who keeps his firm advised of all changes proposed and accomplished so that they can offer and accept business on a competitive basis in all fields where business is possible, is a traffic manager in the true sense. He is something more than a rate checker, he knows the basis for the grain and grain products rates in the various territories and he knows when they are maladjust-

ed, and most important of all he knows where and how to start to get them properly aligned, whether it be through the traffic commissioner of his market, through the carrier or through the commission.

He is the type of man who is a necessity in the fabric of modern business. He has become one of the mainstays.

A device for measuring the acreage of various agricultural crops for comparative reports and charts has been successfully adopted to a railway train by statisticians on the United States Dept. of Agriculture. The number of feet of each kind of crop along the right of way are measured, and the device can handle twelve (12) kinds of crops.

## An Elevator with Two Outlets.

The 120,000-bu. wood elevator of the Farmers Grain Co. at Hurlbut (Elkhart, p. o.), Ill., sets in the center of a prolific wheat and corn section. It stands supreme among the country elevators of the section for its modern equipment and large capacity. But not one-half its great capacity is now needed for its territory has been greatly restricted.

It is now formed of two elevators joined together by two conveyor belts, one working over a Richardson hopper scale and the other into a distributing system. Each elevator is complete in itself. Note each has a driveway.

Between the two elevators and attached as an integral part of one, is the three-story seed corn drying house, originally built according to university specifications and long since idle. The drier house is equipped with pipes from a hot water furnace and with a steam drying system and is capable of handling 15,000 bushels at a time. Machinery includes a sheller that discharges the cobs onto a conveyor which carries them to the chutes leading into the cob-burner, the corn into a bin.

A long rubber belt constitutes a picking machine. The best corn is selected by hand and sold at a premium.

A complete inside and outside dust collecting system is a part of the equipment. A year ago lightning struck the outside part and destroyed it so far as further use is concerned. Since then the inside system only has been used.

Each separate conveyor and each individual machine thruout the house is operated by an individual electric motor. Power is taken from the lines of the Illinois Traction System, a transformer being used to cut down the 33,000 volts to 220 for the motors and 110 for the lighting system.

Unnoticeable in the illustration, but located just behind the larger section, is a 40,000-bu. corn-crib and bins for 20,000 bushels of oats, connected with that section by a conveyor system.

The plant was purchased by W. H. Diller of Springfield, Ill., some years ago. F. J. Craner now operates it for him. Mr. Diller has large land interests surrounding the elevator and to a very large extent the house is used to serve him.

Notice the small elevator on the left in the cut. This is the result of a controversy with the Illinois Traction. The C. & A. parallels the Traction System at this point and finding it to his advantage to use the C. & A. also if he was to have all the outlets desired, Mr. Diller built this small loading elevator on the C. & A. right-of-way and was accommodated with a switch. One Saturday afternoon, when the I. T. S. wasn't watching, he ran an underground conveyor under the I. T. S. tracks, connecting this loading elevator with the large house. The Traction System brought suit and the case was taken into the courts. There it was decided that the I. T. S. had no right to deny Mr. Diller the privilege of connecting his houses and he has been shipping over both roads ever since.



120,000-bu. Elevator of Farmers Grain Co., at Hurlbut, (Elkhart p. o.), Ill.



## The Measuring of a Grain Bin.

BY F. J. SMART, IN THE MILLER, LONDON.

The measuring of the amount of wheat in a bin is generally a very vague business, and errors of a few quarters usually occur. This is, in most cases, unavoidable, owing to the peculiarities of each bin.

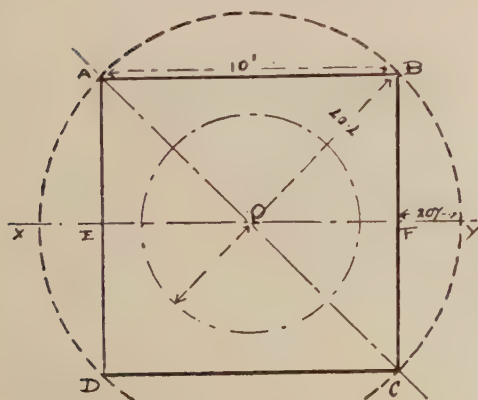
The correct depth of a bin with wheat in, excluding the hopper, is, of course, at a level where all the wheat above that plane would just occupy the space left below it—that is, if the wheat were trimmed down flat, this would be the depth. To arrive at this plane, or rather the distance from the side of the bin from which to let down the tape, is the difficulty. If wheat were always fed in at the middle, and dropped straight down, forming, say, a regular cone of 30 deg. at the base, matters would be simple, but most bins are fed from one side, and the wheat falls at an angle, or more correctly speaking, in a curve, so that the top or center of the cone varies with the depth of the wheat. Again, the cone when low down in the bin is shallower, due to the increased velocity of the wheat as it falls, and is not a cone really, but a mound, as the wheat in falling spreads. Even if the hole were in the center, and the wheat fell straight down, it would still fall to one side, as the top of an 80-ft. bin is rotating round the earth's axis at approximately 60 ft. per minute faster than the bottom.—[With initial velocity  $U$  and acceleration 32 ft. per sec. this is surely negligible.—Ed.]

It will readily be seen that no definite rule can be given as to the place to drop the tape or rope down. Each bin has its own peculiarities, and the silo man, from experience, knows approximately the best place in each bin, although there is generally only one hole to measure through—that where the wheat is fed in. Although this is so, yet it will be advantageous to calculate the exact spot for measuring in some particular bin, and to examine the question a little more fully than is usually done, as it is more intricate than at first appears.

Let us assume that we have a bin 10 ft. square, and that the wheat falls perpendicularly from the center, forming a cone of wheat with angle of 30 deg. at the base. Reference to the sketch will make this clear.

The first thing to do is to calculate the volume of wheat above the base of the cone—that is, above  $A C$  or  $X Y$ . This can be done by calculating the volume of the cone, and subtracting the volume of the pieces, sectors of the cone, cut off by the sides of the bin.

$$\begin{aligned} \text{The radius of cone} &= \frac{\text{Diagonal of Bin}}{2} \\ &= \frac{\sqrt{50}}{2} = 7.07 \text{ ft.} \\ \text{Height O P of cone} &= \frac{\sqrt{50} \tan 30^\circ}{\sqrt{3}} \\ &= \frac{\sqrt{3}}{4.0773 \text{ ft.}} \end{aligned}$$



PLAN OF BIN

$$\begin{aligned} \therefore \text{Volume of cone} &= \frac{\pi r^2 \times H}{3} \\ &= \frac{3.1416 \times 50 \times 4.08}{3} \\ &= 215.6688 \text{ cu. ft.} \dots 1 \end{aligned}$$

The volume of each of the sectors of the cone can be calculated by multiplying the area of the sector  $BYC$  of the circle by the area of the hyperbola formed by the side of the bin, and dividing the result by twice the length of the side of the bin,  $B C$ .

$$\begin{aligned} \text{Area of sector } B Y C &= \frac{(\text{Height})^2}{2 \times \text{Base}} + \frac{2}{3} (\text{Height} \times \text{Base}) \\ &= \frac{2.07^2}{2 \times 10} + \frac{2 \times 2.07 \times 10}{3} \\ &= 14.24 \text{ sq. ft.} \end{aligned}$$

The area of the hyperbola, by calculating the ordinates, and applying Simpson's rule will be found to be 8.10 sq. ft.

$$\begin{aligned} \therefore \text{Volume of sector of cone} &= \frac{14.24 \times 8.1}{20} \\ &= 5.7672 \text{ cu. ft.} \dots 2 \\ \therefore \text{Volume of wheat in bin above } A C \text{ or } X Y &= 215.6688 - 4(5.7672) = 192.6 \text{ cu. ft.} \end{aligned}$$

This volume would form in the bin a parallelopiped of wheat with base of 100 sq. ft.

$$\begin{aligned} \therefore \text{Height} &= \frac{192.6}{100} \\ &= 1.926 \end{aligned}$$

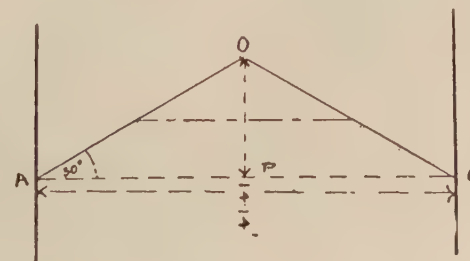
Therefore the depth of wheat in the bin is 1.926 ft. above the base of the cone, or 2.1517 ft. from the apex of the cone.

This plane cuts the sides of the cone, forming a circle, the radius of which can be calculated.

$$\begin{aligned} \text{Radius of circle} &= \frac{2.1517}{\tan 30^\circ} \\ &= 2.1517 \times \sqrt{3} \\ &= 3.63 \text{ ft. to the nearest decimal} \end{aligned}$$

This means that if the tape be dropped at a distance of 3.63 ft. from the center of the bin, it will strike the side of the cone of wheat at the exact point, which shows the correct depth of the wheat, or in a bin of any size at approximately a quarter of the distance from the side of the bin to the center.

These figures, of course, only apply in the case of very few bins, but all bins can be accurately measured by calculating the right point in the same manner. Actually the point is a little nearer the side of the bin, as falling wheat makes more of a mound than an exact cone. The capacity of the bottom hopper is, of course, easily calculated, and having found the correct plane, as above, it only remains to multiply height by area and add the volume of the hopper to obtain the amount of wheat in cubic feet.



SECTION AT A-C

## Screenings in Northwestern Grain Expensive to Shippers.

"Millions of dollars will slip through the fingers of spring-wheat elevator operators if they do not clean their 1925 wheat before selling it," according to Robert H. Black, marketing specialist, U. S. Dept. of Agri.

Approximately 32 per cent increase in dockage for the 1924 crop over the 1923 crop is reported by Mr. Black in the four states of Montana, North Dakota, South Dakota, and Minnesota.

To better understand this enormous loss, increasing year by year, comparison is made with the dockage loss in 1923. The first survey by Mr. Black of dockage losses was made in that year, when he found that these four states had paid out in cash \$8,000,000 freight in 17,182,000 bu. of dockage alone. When shipped mixed with the grain, this dockage is usually a total loss to the elevator.

Last year 22,000,000 bu. of dockage was produced. About 15,000,000 bu. consisted of wild oats which sold for more than \$5,000,000 on the terminal markets.

## A Splendid Code of Ethics from Piedmont-ers.

This excellent specific code of ethics and generalized rules of conduct was valiantly set forth by the Executive Com'te of the Piedmont Millers Ass'n, in session at Richmond recently, principles of which are applicable to the advance of any business:

(2). The price of flour and other mill products should not be guaranteed against declines;

(7). Millers should not give rebates, concessions or subsidies of any character in the sale of their products;

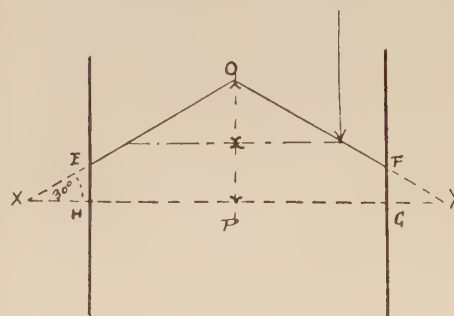
(8). It is recommended that all mills issue a fair price list and adhere to it, making a revision only when there has been sufficient change in the cost of production to justify it;

(9). It is recommended that sales prices be based on cost, plus a reasonable profit. In figuring costs, the replacement value of the raw material and operating expenses, calculated on the average normal capacity from past experience, should be used, etc.

Your com'te realizes that no code of ethics will correct all the evils existing, but we believe that voluntary adoption of the principles herein enumerated will be the means of eradicating many of the troubles of millers in the Piedmont territory. The effect of this code lies in the conscientious and faithful manner in which it is lived up to by every miller.

Oliver D. Blackburn, a farmer of Reynolds, is being sued by the Nebraska Wheat Growers' Ass'n for a fine of 25c a bushel on 400 bushels of grain sold outside the realm of the pool.

Members of the National Manufacturers and Wholesale Dealers Ass'n which claims to have headquarters in New York City, owe it to themselves to get together and learn what they are associated for and why.



SECTION AT X-Y



## Fire! Fire!!

[From an Address by L. P. Dendel of Lansing before the Michigan Grain & Hay Dealers Ass'n]

"Fire!" What one word in the English language commands more instant attention when its startling announcement tells us that life and property are in danger. With a shudder, we wonder if we forgot to check that furnace, to put out that cigarette; or if that temporary extension we had made on the electric lighting circuit has shorted; and great is our relief when we hear the fire department thundering in the direction opposite from that in which our home lies. We soon forget the incident with the passing thought that Tom Brown has been careless and consequently must suffer. The average man considers himself, however, particularly careful regarding fire hazards and is shocked into a rude awakening when told that his own property is on fire. These buildings have perhaps stood in that particular location for so many years that he takes it as a matter of course that they will always be there regardless of his care or attention.

Statistics show that a large percentage of our fires are due to carelessness and therefore are preventable. We know there was a remarkable decrease in fire loss in this country during the recent World War when fire prevention was urged as a necessity to conserve our food supplies. Not long ago, a large number of insurance companies withdrew from a certain southern State because of serious disagreement with State officials. For a time, insurance coverage was hard to get and many buildings were covered with little insurance or none at all. A marked drop in the fire loss in that State was the immediate result.

Most of us, without exception, are in a way in this class of careless property owners. Our intentions are of the best, but we are inclined to forget too soon the disaster that overtook our neighbor. We are, perhaps, even more careless at our business places than at our homes. Yet, why should we be? A serious fire may entirely destroy the business that makes the home possible. We should, furthermore, be interested in reducing fires as a matter of patriotic duty to conserve our natural resources. Remember, also, that the insurance companies simply act as agents to restore property for the unfortunate, but we property owners pay the bill—all of it.

You have gathered here today to make a study of vital matters pertaining to your business of handling hay and grain. You are of course interested in the matter of fire prevention for fire loss must be considered as one of the great hazards of your business. Carelessness in the matter of fire includes sins of omission as well as commission. Lack of enthusiasm in removing fire hazards is often due to lack of knowledge regarding the danger, or of a simple remedy.

Ever since the internal combustion engine was introduced as a motive power for mills and elevators we have permitted the back firing engine to destroy numerous plants annually. A weak mixture, improper timing, broken valve spring or any one of a number of other causes might suddenly cause fire to be forcibly emitted from the air intake opening of the carburetor, and in turn set fire to surrounding combustible material or vapors from leaky fuel pipes. For years we have looked upon this as a necessary evil, combating it only with the detached or fire resistive engine room. Several years ago the speaker became interested in this matter and experimented some with a screened air intake opening in an attempt to adapt the safety feature of the miners' lamp to the carburetion type engine. It was found that this was impractical because so fine a mesh screen would have to be used that sufficient air could not pass into the engine for its proper operation. The simple expedient of piping this air intake out of doors was then hit upon and it is being successfully adopted to

prevent the back fire flame from spreading. Backfires cannot be prevented, but they can be confined so as to eliminate the hazard.

I have a blow torch, the misuse of which caused the total destruction of a grain elevator in Michigan with a loss of over \$15,000. There have been a number of other total losses from this cause in other territories and I could also give you a long list of narrow escapes. These torches are used to provide the initial heat for starting a semi-diesel engine. They are designed for kerosene or distillate and bear a label warning against the use of gasoline; yet the careless operator will often resort to gasoline rather than clean the torch head when it gets dirty. The head of a kerosene blow torch requires more heating surface to vaporize the fuel. Consequently, when gasoline is used in such a torch the fuel vaporizes inside the head, creating an enormous pressure which causes the torch body to split or the packing to blow out around the pump, resulting in an explosion. Of course, the simplest remedy is to use high grade kerosene in the torch. As an open flame in an engine room is dangerous of itself, a better plan is to secure from the manufacturer at a small additional cost an electric starting attachment.

During fifteen years, just concluded, records kept by the Mutual Fire Prevention Bureau of Chicago on Mill and Elevator losses from lightning show that the Mill Mutual Companies alone have paid \$1,689,940.26 in losses on 691 risks during that period. A careful record kept of each fire shows that no claims were ever made for lightning losses on properly rodded buildings. Perhaps you have noticed that many more barns in the country are struck by lightning than houses, or other buildings. The theory is that the column of warm moist air and gases arising from the curing grain or hay forms a lower resistance path for the lightning to travel. Because of these gases which are somewhat inflammable fires ensue oftener from lightning than in other buildings. This same theory is held to be true for elevators and mills, and coupled with their towering height above other buildings, makes them a target for every lightning storm, particularly if the bins are filled with new grain. Michigan has not had its share of lightning losses, but neither had Ohio until this year. For the first six months of this year over \$90,000.00 was paid by insurance companies on mills and elevators destroyed by lightning in the State of Ohio.

The average Michigan elevator could be

properly rodded for about \$100.00; truly a small expense considering the safety afforded. Consider not only the fire hazard; but that you and your employees are possibly in even greater danger of being killed or injured by lightning in a building where grain is stored. The elevator owners in the Northwestern territory in the vicinity of Minneapolis have rodded over 300 of their elevators in the last two seasons. This has undoubtedly saved thousands of dollars. Statistics show that over 25% of the fires in mills and elevators are caused by lightning.

If Michigan operators will do your bit to stop these heavy losses, as elevator owners in other territories are doing, your efforts will soon be rewarded by a much lower insurance cost, and you as individuals will need no longer fear for the safety of your plant or your person from lightning during the most severe storm.

I have just told you what you could do to reduce fires. Now I wish to tell you what the Insurance Companies are doing from another angle to reduce losses:

The first cause of fire, says Insurance Commissioner Monk, is insurance, and the second cause, overinsurance. Insurance Companies often invite fires because in their eagerness for business they overinsure property.

The commercial value of plants, such as elevators, mills and factories, depends largely on the business transacted and the net profits. When the owner becomes financially embarrassed he is tempted in a way no mortal should be tempted to burn his way out. While we believe that there is only an occasional individual who would stoop to such a trick, it is a fact that there is a definite relation between the profits and the care given a plant. We know that if machinery is not properly taken care of it will soon create additional fire hazard from hot boxes, friction, etc. It is therefore presumed that many of our losses are the result of lack of care on the part of the owner or operator because business had "gone to the dogs."

In all fairness to the policy-holder who is doing a good business and taking care of his property, it is the duty of the insurance company to eliminate all such conditions where a policy-holder could profit by having a fire. This we are attempting to do by securing accurate information from each policy-holder regarding business conditions and profits. Needless to say, this information is kept strictly confidential. We have secured excellent co-operation so far from policy-holders. Many have told us that because of changing business conditions you did not use all of your property and voluntarily asked for a reduction in your insurance. Our loss record has materially improved in the short time we have been



Elevator of the Auburn Roller Milling Co., Auburn, Ill., just after the boiler exploded. [See facing page.]



working along this line and we bespeak your further cooperation in assisting us to adjust your insurance to changing conditions.

A peculiarity in the standard fire insurance policy has recently been brought forcibly to our attention. The standard policy which is used by most companies bears the following clause:

"If a building, or any material part thereof, fall except as a result of fire, all insurance by this policy on such building or its contents shall immediately cease."

In a recent severe windstorm an Indiana elevator was partially wrecked by windstorm and then fire ensued destroying the balance of the property. The fire insurance company denied liability and rightly so, claiming that a material portion of the building was caused to fall by the windstorm and that therefore the entire loss should be covered by the windstorm policy.

The standard windstorm policy carries a clause stating that it will not be liable for fire under any condition. Therefore the policyholder in this case could only collect insurance equal to the amount of estimated damage done by windstorm. Several Insurance Companies have acted immediately to close this gap by endorsing their windstorm policies to cover fire ensuing from windstorm in addition to direct windstorm damage, at no additional cost. I would urge each one of you to inspect your windstorm policies upon returning to your office to make certain that your policy is so endorsed.

The Insurance Companies appreciate the co-operation you are giving in eliminating fire hazards in your plants and earnestly hope that you will increase your efforts along that line. Remember that, after all, a fire insurance policy is a tragically inadequate substitute for a going business you have spent your lifetime in building up.

## Are You Running a Slot Machine?

You hear it frequently said that grain well bought is half sold. This idea sounds all right and is fine for a stirring convention speech. But, obviously, something is wrong. If there were not, all you would have to do would be to buy well, close your elevator and listen to the radio while the profits were sent direct to your creditors.

It seems that the author of this splendid maxim left out one rather necessary factor in grain business—that is, the dealer's own personality. It is his personal ability as a salesman, as a merchant that has made the grain elevator something more than a slot machine.

The dealer who does not make his business accurately reflect his own personality is not pushing in the right direction.

## Quick Test for Oil Content of Flaxseed.

Chemical tests made on 1,767 samples of flaxseed that had been officially graded No. 1 Northwestern showed a minimum percentage of 31.99% oil and a maximum of 39.71%, the range in oil content being 7.72%, showing that the present commercial grades of flaxseed are of doubtful value as indicators of the oil content.

To determine the amount of oil by the old ether extraction method takes 24 hours' time and the use of considerable apparatus.

To make a more rapid determination a study of the Wesson method of determining the oil content of cotton seed was made by D. A. Coleman and H. C. Fellows of the chemical research laboratory of the Bureau of Agricultural Economics at Washington, D. C., with a view to its adaptation to testing flaxseed.

Halowax oil is used as the solvent in this test, and the percentage of linseed oil in the linseed oil and halowax mixture is indicated by the readings of the refractometer, the refractive index of linseed oil being different from that of halowax oil. The time of making the test averages only 12 minutes.

The apparatus consists of an experimental flour mill with 6x6 inch rolls, corrugated 40 to the inch.

Six 3-in. porcelain mortars.

One analytical balance.

An electric hot plate.

One 25cc Shellbach burette.

Two dozen test tubes 5c ½ in. with wire rack.

Two dozen 40m.m. glass funnels.

A refractometer, water-jacketed.

Temperature regulator.

Two 25cc pycnometers.

Filter paper, absorbent cotton and glass rods.

The procedure in making the test is as follows: Grind 25 grams of the flaxseed sample in such a manner that at least 80 per cent of the meal will pass thru a 34 grits gauze sieve.

Weigh out two grams of the ground sample and empty into a 3-inch porcelain mortar, which has been previously heated to 70 degrees Centigrade, and grind the sample with four cubic centimeters of halowax oil No. 1,000 or 1,007 for at least two minutes.

Filter thru a small, dry, folded filter paper, using a 40 millimeter glass funnel seated on a flat-bottomed test tube.

Let the tube and contents cool to room temperature. Place a drop of this mixture on the prism of the refractometer and take the average of three readings.

Note the temperature, and for every degree above 25C add .00045 to the refractometer reading, and for every degree below 25C sub-

tract this value. The refractometer readings are reduced to percentage of oil present in the meal by the use of a table. A practiced analyst can make 10 to 12 tests an hour.

This optical method has just been placed in service in the laboratory of the U. S. Dept. of Agriculture at Minneapolis, Minn., in charge of Robert H. Black, and tests are being made free of charge for producers or buyers up to the capacity of the laboratory.

## Finds No Certain Benefits in Marketing Ass'ns.

H. E. Erdman, associate professor in the California College of Agriculture, in a recent discussion of pools and marketing ass'ns said, "The outstanding possibilities of co-operative marketing are more largely along the lines of standardizing and improving production, eliminating excess varieties, standardizing and improving grade, stabilizing production, regulating flow to market, developing new markets, collective bargaining, betterment of financing, correcting trade abuses, and representing producers before legislative and administrative bodies."

"If I were to list the limitations I should put them about as follows:

"1. Co-operation cannot fix prices that are out of line with supply and demand conditions.

"2. Co-operation cannot eliminate the middleman. It can, and does, of course, establish the farmers' own agencies to take the places of private agencies.

"3. Co-operation cannot reduce costs greatly except in so far as an increase in scale of operations makes for lower costs. Some of the gains of large scale operation, however, are dissipated because of tendencies toward extravagance.

"4. Co-operatives will not run alone. Constant attention is required on the part of the membership because 'what is everybody's business is nobody's business.'

"5. Co-operation does not permit the farmer to hold his products for a higher price without also compelling him to assume the risks of getting a lower price.

"6. The outsider often gets as much of the benefit of co-operative marketing as does the member, and in some cases gets more because he does not have to bear a share of the expenses and controls all speculation involving his own property.

## Modern Wood Elevator at Auburn.

Early last year a boiler in the power plant of the Auburn Roller Mfg. Co. at Auburn, Ill., let go and completely wrecked the plant, as is illustrated herewith. The old plant had been standing for fifty years and was erected at the founding of the company by G. P. Harris and G. W. Hutton. The old elevator had storage room for 20,000 bus. The top of the boiler was blown out through the wall and through one corner of the office, tearing a hole in it large enough to admit a Ford touring car. Shortly after the explosion work was started on the erection of a new elevator designed by the Decatur Construction Co.

Surmounting a heavy concrete foundation and a concrete basement, this new iron clad elevator towers 74 ft. above the ground. It has storage room for 25,000 bus. of wheat and is equipped with every modern convenience so that one man can easily operate the house. All of the thirteen bins are hoppers. It is equipped with two wagon sinks of large capacity, two legs, a cleaner, a 40 h.p. electric motor, a gyrating cleaner, a western sheller and a Richardson Automatic Scale. Some ten feet from the elevator is a large brick cob burner with many air vents through its high walls.

The officers of the company are: Pres., Byron Barbee; Secy., S. S. Christopher; Treas., J. M. Stockdale.

Needless to say, the farmers of that territory are showing their appreciation of the enterprise which resulted in this 25,000 bu. rapid handling elevator.



Improved Elevator of Auburn Roller Milling Co., Auburn, Ill., Replacing House Wrecked by Boiler Explosion. [See facing page.]



## Diseases of Seed Corn

From an Address by L. W. Durrell, Botanist of Colorado Agricultural Experiment Station

Poor seed corn results in a poor crop. Dead and weak seed is due either to early frost or to diseases caused by molds infecting the ears. Two of the most common and destructive diseases of corn are *Diplodia* dry rot, caused by the mold known as *Diplodia zeae*, and *Basisporium* dry rot caused by another mold, *Basisporium gallarum*.

**Diplodia Dry Rot**, the first of these diseases, occurs on all parts of the plant, including ears, stalks, and root. The mold reduces the stand by killing or weakening the seed corn, by dwarfing the plants and by molding the ears so that they are unfit for feed or seed. The injury to seed is reflected in the stand and the yield which is often to the extent of 10 to 15 per cent.

**Signs of Diplodia Dry Rot.**—*Diplodia* dry rot occurs on all parts of the corn plant, but is most prevalent on the joints of the stalks and the butts of the ears.

The most common points of attack on the stalk are the lower joints where the base of the leaf blade forms a cavity in which pollen and moisture readily collect. Spores of the *Diplodia* mold lodge in this cavity and grow into the stalk, producing a water-soaked, discolored appearance on the green stalk extending above and below the joint. As the mold continues its growth the joints become weakened and often the stalk breaks at this point.

*Diplodia* dry rot is most marked and easily detected on the joints and ear shanks when the crop is mature. At this time the small black fruiting bodies of the *Diplodia* mold become very numerous and distinct. In these bodies are produced thousands of very tiny spores, which are discharged the following year and may attack the new crop.

If the shank becomes infected the ear may be either shrunken and shriveled or badly molded at the butt. This latter condition is usually the result of the entrance of the mold at the base of the ear. In other cases, the *Diplodia* mold may enter at the tip of the ear, producing a white, moldy appearance. In still other cases, many infected ears show no signs of the mold at all, although badly shrunken and discolored kernel tips indicate its effect and presence. In such cases the mold can only be detected with certainty through germination tests. On the germinator the presence of the *Diplodia* fungus is manifested as a cream colored, cottony mass, covering the kernels.

Little infection occurs on the roots and damage to the plant in that way is negligible. There are, however, many organisms in the soil which work on corn roots after such insects as corn root worms and wire worms and high winds have injured them. These organisms are secondary and cause but little damage. It is such conditions that constantly suggest the idea of "root rot" which should not be confused with dry rots under discussion.

**Effect of Moisture and Temperature on Diplodia Dry Rot.**—*Diplodia* dry rot infection is greatly influenced by the temperature and moisture. The mold grows most rapidly at about 86 degrees F., altho it may grow at any temperature between 55 degrees and 95 degrees F. These temperature conditions prevail during the summer and early fall when corn is maturing.

Moisture is of greatest importance in the spread of the disease. It has been found that heavy rainfall when the corn is ripening is usually followed by a high percentage of dry rot. In many fields from 5 to 20 per cent of the ears were either partially

or wholly molded, making them unfit for seed or sale. The effect of the mold on the ears which are selected for seed is very pronounced if the cob is full of moisture. On many seed ears, a small amount of mold at the base of the ear, tho invisible, may spread and seriously injure the seed. For this reason the ears should be dried as rapidly as possibly and stored in a cool, dry place.

Weather conditions at corn planting time have considerable effect on the damage to the stand caused by the *Diplodia* mold. Only the healthy seed is able to produce a normal stand.

In 1922-23 and 24, 18,000 seed ears selected by farmers were tested by the writer and associates, of these from 14 to 18 percent were unfit to plant due to *Diplodia* infection. It should be emphasized that the *Diplodia* dry rot infected ears in these tests to all outward appearances were good seed ears showing no visible signs of infection. The corn in these samples appeared as good judging by superficial characteristic as the healthy sample.

The results of planting this seed were manifest in a reduction in stand from 8 to 12 per cent and further it was quite noticeable that a high per cent of the plants from the infected seed were weak and stunted. The resulting yield from the seed from the diseased and healthy ears showed a reduction of 7 to 12 bushels per acre in the case of the diseased seed.

### Basisporium Dry Rot.

*Basisporium* dry rot, another important disease of corn, attacks the ears and shanks, causing the ears to lose 20 per cent of their normal weight. It also injures the germ of the kernels, thereby reducing the stand and producing weak plants. The diseased is caused by a fungus, *Basisporium gallarum*, which is present in corn fields to some extent every year.

**Signs of Basisporium Dry Rot.**—Infected ears can be recognized by the blackening of the cob around the kernel tips and also the chaff and the base of the kernels. This blackening is due to the great number of glossy black spores dispersed over the infected parts. Under an ordinary pocket magnifying glass these spores can readily be seen, appearing as small shiny, black balls.

The mold grows as a fine web of threads not easily visible with the unaided eye. On the shank of the ear it destroys the connective tissue, leaving only the vascular fibres. The ears break off easily and the cob end has a brushy appearance. Infected kernels on the germinator are entirely dead or weak, often blackened by the fungus. The development of *Basisporium* dry rot, is favored by heavy rainfall at the end of the growing season. Temperature is not as important as moisture for the growth of the mold. It grows at any temperature between 60 degrees and 95 degrees F.

The mold does not attack the roots nor work up inside of the stalk. It gains entrance under the husk and thence into the butts of the ear. The mold follows the moister parts of the ear, that is, the cob, and kernel tips and in varying degrees attacks the latter. *Basisporium* mold grows better on nitrogenous than on starchy material. Hence the germ is more often attacked than the endosperm.

While badly infected ears because of their light weight and loose kernels would never be selected for seed, slightly infected ears

frequently get on the seed rack. These ears can only be detected and eliminated by germination tests.

**Control Measures.**—There is no known method or practice which will absolutely control all dry rots. Our experiments to date indicate, however, that it can be very materially reduced if careful attention is given to seed selection, seed germination and crop rotation.

**Seed Selection.**—The damage caused by the dry rots is dependent on the moisture and temperature conditions when the corn is ripening. Many ears are badly molded, others are only partially affected. Even after the corn is gathered the mold may continue its work. It is important, therefore that each farmer must practice very rigid selection of his seed corn, selecting it in the field as soon as the ears are well filled and dented. The usual practice has been to select before frost, but often the mold has made considerable progress by that time.

Consequently earlier selections, if the corn is sufficiently mature, is to be encouraged. In addition to giving attention to type, select seed ears from green standing stalks with unbroken healthy shanks. After selection, store the seed in a cool, dry place, to prevent the mold from spreading.

**Seed Germination.**—Even with the most careful field selection many ears which appear healthy show signs of mold when tested. Badly shrunken or discolored kernel tips may indicate dry rot, but these symptoms cannot be entirely relied upon. The presence of infections can only be discovered by germinating tests.

**Crop Rotation.**—If corn is grown consecutively for a number of years on a piece of ground, these diseases become concentrated there and under favorable weather conditions cause heavy losses. A long system of rotation should greatly reduce this danger. This practice is also best from the standpoint of insect injury and depletion of fertility. Either a four or five year rotation, so arranged that corn is not grown more than two years in succession is to be encouraged.

Offices of the secretary, treasurer, and traffic manager of the North Pacific Millers' Ass'n are now consolidated at Seattle, with R. D. Lytle, traffic manager of the ass'n, in charge.

### Gray Silver and the "Daily Market Clinic."

In front-page, top-column head-lines, the morning newspaper announces that Mr. Gray Silver, a well known political farmer in the United States, "predicts best wheat prices in years." Mr. Silver has a right to an opinion and a right to express it, but the general newspaper should either give equally prominent display to all news on prices or should run them all under the head of market gossip on the market page. By displaying only one class of news the newspapers can get the general public into serious trouble again this year as they helped to do last year. Neither Mr. Gray Silver nor anyone else can correctly forecast grain prices, but there are almost 119,000,000 persons in the United States and Canada who do not fully realize this.

If the general public was not ill-informed and credible it would never, for example, pay to publish advertisements like one we have seen, soliciting pupils to a "daily market clinic." "The tuition fee for ten clinics is \$100—the fee is more of a guarantee of your good faith than anything else." "We are offering you no more and no less than an opportunity to learn how to successfully speculate in a scientific way under our direction. We will show you how we do it, which is no sign that you can do it."—*Winnipeg Grain Trade News*.



## Smut Is Taking Too Much Toll from Wheat.

"The loss from stinking smut in wheat is on the increase; last year was bad but this year is worse," says H. M. Bainer, director, The Southwestern Wheat Improvement Ass'n. "Last year twelve percent of the Kansas wheat crop received on the Kansas City market was smutty and for this year it has increased to fifteen percent, and about the same percentage of losses hold true in Oklahoma and the Panhandle of Texas. Conservative estimates place the loss on account of wheat smut in Kansas and Oklahoma this year at ten million dollars.

"The past year has been favorable for smut and serious losses have been reported from all over the wheat belt. In some sections the losses have run as high as 50 to 75 percent of the entire crop. This decrease in yield represents only part of the loss as the small crop remaining sells at from 2 to 15 cents a bushel below similar wheat that is free from smut.

"It is generally known that stinking smut is sown with the seed and that good crops cannot be expected from smutty seed, no matter how well the seedbed is prepared or how favorable are the other conditions. Proper disinfection of the seed will prevent smut, and with so much smut all over the country no one can afford to risk sowing seed without treatment, unless it is known to be absolutely free from smut."

## Seed Germination Investigations.

In "How long do the various seed species retain their germination power?" by K. Dorph-Petersen (Internat'l. Rev. Sci. and Pract. Agr. [Rome], n. ser., 2 (1924), No. 2, pp. 283-301), it is shown that in tests made at the Danish State Seed Testing Station between 1891 and 1920 investigating the longevity of different agricultural seeds, that seeds of the grass species and legumes with good initial germinability retained it almost unaltered in the third year, decreasing thereafter. (Only a few of the grasses kept their germination power more than 7 or 8 yrs.)

Oats with a sub-normal initial germination retained its power longer than samples of wheat, barley, and rye, which had higher initial germination power.

Hard seed in most cases was nearly constant.

A few seeds still germinated after 25 years.

Seed samples of each of the more important species of legumes, grasses and root crops, were studied and according to the investigations it was found that samples having a high initial germinability and only a few or no hard seeds lose this power faster than samples containing many hard seeds, but no dead seeds, apparently because the hard seeds are, as a rule, the ripest and best developed and contain comparatively less water than the other seeds in the sample.

It appears that well-germinating seeds of the legumes tested (red clover, white clover, alsike, alfalfa, and medic), stored under drier conditions than in commercial storerooms and germinated under more favorable circumstances than in practice, retain their germination power unaltered in the second and third year, but in the fourth year an essential reduction continuing during the following period will take place.

The rapidity of germination, which decreases earlier than the germination power, is in some cases a little lower the second year than the first. Other investigations showed that the germination power in the soil bears a close relation to the speed of germination of the seed. In the case of two seed consignments with the same power but different speeds of germination, the seeds with the highest speed should always be preferred. The various species of grain seed also retain the germination power differently.

The studies suggest that when the grass

seed has a good speed and power of germination the first year and is stored under favorable conditions, it can keep the germination power unaltered for two years.

## Compulsory Wheat Pooling for Victoria, Australia?

Compulsory wheat pooling is being considered by the politicians of Victoria, Australia.

This comes as a single means of remedying the present method of handling wheat in favor of bulk facilities, on which the authorities plan to spend some seventeen million dollars for the erection of over 125 country elevators and two terminals (one at Geelong, the other at Williamstown), with a fifty million bushel crop handling capacity.

To justify such an expenditure it is indicated that over three-fourths of the crop must be handled by the state-owned plants, and in view of the fact that the New South Wales elevators handle only one-sixth of the crop in that state, compulsory pooling seems essential to the success of the undertaking.

Advantages to be gained favor the grower of the better wheat, as it is planned to appropriate \$185,000 for grading where heretofore the average-grade-price held for all; furthermore growers will have their wheat protected from exposure, the excessive costs of bags will be eliminated, and the rapidity with which the crops are marketed will be greatly increased.

Whether the investment of such burdens on the local taxpayers is going to be worth the advantages afforded in the minds of the legislators is yet to be seen in the action they take in this regard. At least the New South Wales government has just voted the expenditure of close to fifty millions for modern grain elevators to handle wheat, regardless of the fact that the expense is thot unwarranted.

## Does 10 Miles Lend Enchantment to A Grain Dealer?

A Michigan dealer gave us a puzzling problem last month out of his long and varied experience. He said, "Whenever you get two dealers at the same station no influence is great enough to keep both buying grain on a living margin, but if they are separated by 10 or 12 miles, they invariably work together harmoniously and try to serve their patrons to the best of their ability without an unkind thot about their neighboring competitor. Why is it?"

We will be glad to hear from dealers who know.

## To Fight Corn Borer in Ohio.

The Ohio Department of Agriculture has issued more stringent regulations to prevent spread of the European corn borer.

All sweet corn stalks must be cut at a height not to exceed two inches within two weeks after the ears are harvested and removed from the field and fed directly to livestock or made into silage or burned.

Field or silage corn stalks must be cut as low as possible, and not to exceed six inches in height, and removed from the field soon after, if possible. If impracticable to cut the stalks they are to be broken off at a level with the soil surface during the winter then raked into windrows in preparation for destruction by burning.

All cornstalks, corn cobs and other corn remnants, not including silage remaining on premises, must be destroyed by burning on or before May 15 of each year.

The new regulations were issued as the result of a conference in Cleveland July 22 between state and federal officers combating the pest in northern Ohio. They were made with the approval of U. S. officials in charge of the work in Ohio, Michigan, Pennsylvania, and New York, who were represented at the gathering.

"Since Ohio is the only state in the union that is seriously infested," Mr. Truax said, "it is exceedingly important that proper measures be taken to check the infestations and free the farmers from the great loss that will result from the European corn borer if it is permitted to spread unchecked.

## Corn Elevator at Curran, Ill.

The 25,000-bu. elevator of the Central Illinois Grain Co. at Curran, Ill., is of a type popular in the corn country.

The long driveway leads high over seven bins in the storage house, each of the seven bins into which the storage house is divided being equipped with its own grain dump. The first bin feeds automatically directly into the corn sheller on the working floor of the head house, or into the elevator boot. The other bins have their discharge to cleaner, or leg aided by a drag belt. To fill the bins to the eaves there is provided an overhead conveyor.

A substantially built cob-burner stands at a sufficient distance from the elevator building. The power is furnished by a 22-h.p. Fairbanks-Morse Gasoline Engine.

J. J. Powers, the manager, began weighing grain in wagon-loads at the age of 12 and has been connected intermittently with the grain business for over half a century.



Central Illinois Grain Co.'s Elevator at Curran.



## Elevator Construction Observations.

BY TRAVELER.

In the construction of many elevators the personal safety attached to broad, well built steps and broad, nearly level platforms seems to have been overlooked. On more than one occasion I have come close to taking a tumble because one step had been knocked back so far under the one above it that unless the person using them was careful he was likely to miss it entirely. Frequently in connection with such steps the loading platform is built  $4\frac{1}{2}$  feet above the ground, not more than  $3\frac{1}{2}$  feet wide and with a pitch of from one to two inches. Imagine the results should the platform become ice-coated.

\* \* \* \* \*

An all steel elevator has its disadvantages. Note herewith illustration of the 16,000 bu. elevator of the Township Grain Co. at Evans, Ill., the recent purchase of a partnership composed of Henry Ropers, J. A. Krusemark, R. C. Gaddis and E. E. Gilchrist. Both the tank



16,000-bu. Steel Elevator of Township Grain Co., at Evans, Ill.

and the office set on a concrete foundation but beyond that are all steel.

The tank is divided into 8 bins. A 10-h.p. electric motor furnishes power through the rope drive to operate the leg and the cleaner. The house has loaded four cars in a day during the rush season.

Asked if he would construct a steel elevator again if called upon to build, Manager Gilchrist answered in the negative, stating:

"The tank is held together by rivets. The strain from years of use has loosened some of them. Now when a good hard rain storm comes and the wind is high, a little of the rain will beat in around the rivets. Then when a bin is unloaded the wheat that laid against the seam is discolored and spoiled so the grade of the grain is lowered. I hardly think I would rebuild with steel."

\* \* \* \* \*

**Labor Savers:** Elevator operators are continually finding simple means of saving themselves a lot of work. The trap doors over the grain dumps are heavy and the aggregate opening and closing of them constitutes what a hard day's work for the average grain dealer. These doors can be handled much more easily by placing an old wagon tongue spring so that when the trap door is down the spring is compressed. The door will then open much easier and when it is dropped it will not be with a loud bang.

One Illinois dealer used another device. He bent a length of pipe at right angles. The grain door was attached rigidly at one end and large screw eyes served as hinge bearings. The other end of the pipe stuck up close to the wall of the driveway, at right angle to the floor, for about  $4\frac{1}{2}$  feet. A simple pull on this handle from an upright position lifted the trap door easily. This could be further improved with a spring stretched at an angle between the handle and the floor.

The fire hazard created by using a closed spout for spouting cobs from cupola into the cob burner, found at practically every elevator in the corn belt of Illinois, could apparently be easily remedied by arranging a metal door over the discharge end, hinged at the top, to constitute a trap door. Then too the last ten feet of spout might be left open on top. Neither would interfere in any way with the cobs falling into the burner, yet it would effectively prevent the sparks being carried into the elevator by a draft thru the pipe.

The total tonnage of the world's steam and motor ships has increased by half from  $45\frac{1}{2}$  million gross tons to  $61\frac{1}{2}$  million gross tons in 10 years. Since 1921 freights have been at laying-up point. The cargo tonnage of the world has been without profit and any rate has been accepted which was just less costly than laying the ship up. In the principal ports thruout the world there were by July 1922 approximately  $12\frac{1}{2}$  million tons of shipping laid up. Altho the world is suffering from a surplus of ships all tonnage would be needed if the nations were trading as before the war, Sir Alan Anderson, of the Orient Line, told the recent meeting of the International Chamber of Commerce at Brussels.

## Rate Increase Desired by Carriers.

A definite statement of just what the carriers will ask has recently been issued as an authoritative announcement subscribed to by all the leading Western lines. The increase asked is more moderate than expected. The following excerpt from the announcement gives the position of the carriers:

Based on the volume of tonnage and earnings in 1924, an increase of approximately 11% would be necessary in current freight rates in Western Territory to insure the net income of 5%. The carriers have patiently awaited an improvement in their situation, that they might not be obliged to appeal to the Interstate Commerce Commission for relief through an advance in rates to be paid by the public, but have been disappointed, and now feel that the time has come when duty demands in the conservation of the interests of the public as well as of the carriers, that a move be made in the direction indicated.

Legally, the carriers are entitled to request an increase in rates that will yield the net return contemplated by law, and the duty of the Interstate Commerce Commission is to adjust the rates to correspond, but the carriers do not intend to ask an increase in rates that might prove an item of importance in any instance to the commerce of the Western States and do not intend to demand the full measure of their rights under the law. They propose to ask at this time the restoration of only a portion of the decrease in rates imposed upon them in 1922 by asking an increase, approximately, of only 5% in their freight revenues, confident in the belief that this moderate advance will have no adverse effect upon any industry, and with the hope that this advance, together with such relief as may be granted by the Interstate Commerce Commission in other individual readjustments, may avoid the necessity of a greater general increase. In the event it should develop that the judgment of the carriers is in error in this respect, the carriers may find it necessary, after the lapse of a reasonable time, to apply to the Commission for further general relief.

As a practical means of carrying this emergency program into effect, the carriers are proposing general advances in freight rates which approximate 5%, maintaining established rate relationships. In the instance of certain commodities the carriers will propose, as a matter of expediency, that the percentage of advance be converted into one applicable to an equal amount to all rates. As a few illustrations: on grain they will propose a uniform advance equivalent approximately to 1c per bushel; on coal 15c per ton; on clay, gravel, sand and stone,  $7\frac{1}{2}$ c per ton; on cement, lime and plaster, 20c per ton.

## Grain Carriers

**Port Colborne, Ont.**—The loading of some fifty thousand bushels of bonded wheat here recently is thought to be the first of canal barges bound for tidewater.

**The Uintah Basin** may soon be made more accessible thru the construction of a railroad from Salt Lake City, Utah; at least the I. C. C. held hearings covering the situation.

**Baltimore** now exercises transit privileges over the B. & O. and Pennsylvania roads (effected Aug. 13) on grain originating from the Middle West, stored here, and later reshipped to southern mills. The effect to be expected is obvious.

**Helena, Mont.**—The Milwaukee road has extended its wheat export rates to north Pacific ports until Nov. 19. The other roads involved (the Great Northern and the Northern Pacific) are expected to follow suit. The case has dragged since May.

**Portland, Ore.**—A regional advisory board formed here Aug. 14 with jurisdiction over Oregon, Washington, and the northern half of Idaho. J. C. Ainsworth, R. L. Macleay, P. C. Patterson, and N. A. Leach are a few of those shippers on the board.

**Buffalo, N. Y.**—Two hearings will be held here, on Oct. 14 and 16 respectively, by a state legislative commission, in an effort to determine the advisability of making canal improvement recommendations. Syracuse and Albany will probably both be considered for terminal sites.

**Billings to Ponca City, Okla.**—The Rock Island was just authorized by the I. C. C. (over the protests of the Santa Fe) to construct a new line between these Oklahoma points via Tonkawa. The estimated cost is given as \$719,000. New agricultural interests will be served thereby.

**Concurrently** with rate changes made by the B. & O. and other roads in the territory mentioned below the Pennsylvania and Big Four have revised their grain, grain products and grain by-products rates to all their stations in Illinois from St. Louis and East St. Louis, effective Aug. 1.

**Ex-Gov. Harding of Iowa** is making so many addresses in favor of the improvement of the St. Lawrence waterway he can see no advantage in improving the Mississippi river channel. If shippers will not use the Mississippi river for export grain why waste money developing another waterway.

**Connecting line** switching charges at E. St. Louis on grain originating at stations north and west of Wellsville, Mo., stored at St. Louis and subsequently reshipped to E. St. Louis, as well as the river transfer charges between the two river points, are being absorbed by the Wabash (effected Aug. 20).

**Part of the Chicago, Peoria & St. Louis** is now known as the Alton & Eastern. In July 25 number it was announced that the section between Springfield and Pekin, Ill., was to become the property of the Chicago & Illinois Midland. Perhaps the significance of this acquisition may be construed to indicate that more of the line was taken over.

**Great Bend to Phillipsburg, Kan.**—The Golden Belt Railroad is applying for permission of the I. C. C. to build 102 miles of track between these two points. The road will undertake 52 miles at first, from Great Bend to Hays, building the remainder at a later date. Application has twice been refused heretofore. Authority is also asked to issue \$400,000 of stock to be sold to the anxious cities and townships to be affected and \$500,000 of bonds to finance the building.



Grain and grain products were loaded into 53,411 cars for the week ending Aug. 8, an increase of 2,468 cars over the previous week, but 4,037 cars below the same week of last year. It was, however, an increase of 7,223 cars over the corresponding week of two years ago.

**New Orleans, La.**—Every effort is being made by the local Joint Traffic Bureau to have the rate parity case (which was just decided in favor of Galveston, effective Oct. 8), reopened before the I. C. C. Railroads have asked temporary suspension of ordered rates pending a rehearing.

**Philadelphia, Pa.**—Commercial Exchange interests were among the opposition to appear before the Interstate Commerce Commission as being against the reclassification of railroad freight rates, which, it is held, will amount to an increase. This only affects the states north of the Potomac and east of the Mississippi.

**Freight cars in need of repair on Aug. 1** totaled 197,281 or 8.4% of the number on line. This was a decrease of 2,391 under the number reported on July 15 (8.6%). Cars in need of heavy repairs Aug. 1 totaled 153,674 or 6.6%, a decrease of 657 compared with July 15.

**Kansas City** through rates on grain and grain products originating at Santa Fe stations in Kansas and shipped (via K. C.) to Mississippi Valley territory are now protected by the Mo. Pac. due to the establishment of transit privileges similar to those in effect on the C. B. & Q., Wab., and Rock Island.

**Minneapolis, Minn.**—The milling-in-transit charges assessed by the Soo, Great Northern and Northern Pacific roads thruout North Dakota and northwestern Minnesota were at stake at a hearing here Aug. 10 charging unreasonableness and discrimination in favor of southern Minnesota, Minneapolis and Duluth mills.

**St. Louis and E. St. Louis** thru-rates on grain and grain products originating on the Wabash in Missouri and Iowa (from just east of Kansas City and from all stations on a line from Des Moines to Moberly) and re-shipped to Texas stations via the Cotton Belt Route are now protected thru transit privileges accorded at St. Louis.

**Class 1 railroads on Aug. 7** had 238,474 surplus freight cars in good repair and immediately available for service. This was a decrease of 25,402 cars under the number reported on July 31. Surplus box cars in good repair totaled 126,053, a decrease of 13,375 during the week of Aug. 7. No shortage in cars is being reported.

**Liberal, Kan., to Amarillo, Tex.**—Rock Island officials have asked the I. C. C. for permission to construct 145 miles of track between these two points, giving the Texas city a direct outlet to Kansas City, Mo., and all points north, as well as to opening new agricultural and oil territory. A new corporation will be formed as a subsidiary of the Rock Island to undertake the actual construction.

**Omaha, Neb.**—A complaint in respect to the violation of the rules and regulations governing the cooping of grain doors on shipments of grain and grain products was just filed by the Omaha Grain Exchange before the I. C. C. against the C., B. & Q., undue prejudice being alleged to Omaha, and undue and unreasonable preference to Kansas City. Reparation and equality is asked.

**Joliet, Ill.**—A \$2,000,000 contract is soon to be let for what is considered one of the biggest and most important sections of Illinois' part of the Lakes-to-Gulf waterway, namely, two miles running thru Joliet. For the purposes of the waterway immense retaining walls must be built, the channel must be widened into a turning basin, and the way opened for the construction of the

important dam, lock, and power plant at Brandon Road. Gov. Small created a new division of waterways as a part of the new state dept. of purchases and construction, to look after this work; his son, Leslie, is in charge.

**Chicago, Ill.**—A delegation of twenty-five Kansas City and Southwest millers attended the joint hearing before the Western Trunk Lines Ass'n and the Central Freight Ass'n commencing Aug. 19. The hearing was called to determine the action on a proposal freight reduction of 6c cwt. on wheat and flour from Minneapolis and Duluth to the East. It is averred that the northwest already has a 5c advantage in rate over Kansas City and the Southwest with the same mileage. If the reduction is granted to the Northwest, mills and grain interests in the Kansas City territory will ask for the same reduction in rates to the East. At present there is a case pending before the I. C. C. in which southwestern interests ask for an equalized rate basis with Minneapolis and other northwestern markets, contending that the differential in rates is unfair as the mileage is the same. W. R. Scott, transportation commissioner of the Kansas City Board of Trade, represented grain interests of the Southwest.—P. J. P.

## Conferences on Shipping Problem.

The Chamber of Commerce of the United States will hold a series of conferences in the West to bring the business judgment of the country to bear on the shipping problem.

Meetings will be held at Seattle and Tacoma on Aug. 31, at Portland on Sept. 1, at San Francisco on Sept. 3 and 4, at Los Angeles on Sept. 5, at Salt Lake City on Sept. 9 and at Denver Sept. 10.

The western meetings will be held under the direction of C. W. Lonsdale of Kansas City, Mo., chairman of the Committee on Disposal of Government Owned Ships of the National Conference, and Colonel A. B. Barber, of the staff of the United States Chamber of Commerce, who is the director of the conference.

## Freight Rates and Farm Prices.

"The Department of Agriculture monthly statistics regarding the prices received by the producers at local farm markets show that there have been increases within the last year in the prices received by the farmers for 13 of these products.

"The proposition that freight rates on farm products should be made especially low because the prices of farm products were low was not a new one, says the *Railway Age*. It was energetically exploited in the grain rate case decided by the Interstate Commerce Commission late in 1921, when the commission, largely because the prices of farm products were low, ordered the rates on grain reduced. In December, 1921, the average wholesale price of farm products, as reported by the Bureau of Labor Statistics, was only 20 per cent higher than in 1913. In July, 1922, it was 35 per cent higher than in 1913. This was an advance of 12½ per cent since the reduction of rates on farm products had been made. In July, 1924, it was 41 per cent higher than in 1913, an advance since December, 1921, of 17½ per cent. In July, 1925, the last month for which figures are available, it was 62 per cent higher than in 1913, an increase of about 35 per cent since freight rates were reduced at the beginning of 1922.

"Since the relations between prices generally have been restored close to what they were before the war there is no reason for believing that the present level and relations of prices are merely temporary. Furthermore, there is no reason for believing that the present costs of railroad operation are temporary.

If the theory that rates should be based upon prices should be applied, then the advance in rates in western territory on most commodities, and especially on farm products, would be much greater than the five per cent for which the railways are asking."

## Decided by the Interstate Commerce Commission.

**Reparation on rape seed shipments of 50c per 100 pounds** has been granted by the I. C. C. to the Sioux City Seed Co. The charge made by the C. & N. W. from San Francisco, Cal., to Sioux City, Ia., was \$1.50 per 100 lbs.

**Dallas, Tex.**—Grain and grain products rate reductions, given in supplement 24 to Leland's tariff 47K (from Colo., Kan., Mo. and Neb., to La.), were suspended by the I. C. C. (Aug. 17) until Dec. 10. A hearing is to be held here Sept. 8.

**In Ogden Grain Exchange v. Arizona & Eastern**, Examiner Myron Witters advised a finding that rates from Oregon Short Line points to points in Utah were not unduly prejudicial but that they are prejudicial to points in California between Los Angeles and San Francisco.

**In I. & S. No. 2452**, the K. C. S. supplement 6 to I. C. C. 4313 and supplement 2 to I. C. C. 4387, covering the establishment of proportional rates on grain and grain products from Des Moines to stations of the K. C. S. and the T. & F. S., located in Ark., Okla. and Tex., were suspended by order of the I. C. C.

**Discrimination in furnishing cars** complained of by the Farmers Union Co-op. Ass'n was found non-existent by the I. C. C. Complainant did not have the wheat in its elevator but was loading as hauled in, resulting in holding one car from Oct. 30 to Nov. 4, 1922. Its competitor at Bushton (Kan.) on the Mo. Pac. had grain ready for prompt shipment.

**In I. & S. 2245** the I. C. C. found proposed increased rates on grain and grain products from Minneapolis and Duluth, Minn., and Chicago and Peoria, Ill., groups, and intermediate territory between these points, and Missouri river cities, to destinations in Colo., Kan., Mo., Neb., Okla. and Wyo., not justified, and ordered the suspended schedules canceled.

**Moore-Lawless Grain Co., B. C. Moore, receiver, vs. C. B. & Q. et al.**, in No. 16368, the rate charged on one carload of wheat from Nebraska City, Neb., to Kansas City, Mo., and reconsigned to Westwego, La., was found inapplicable. Applicable rate was found to have been in violation of the long-and-short haul provision of section 4 of the act, but nevertheless not unreasonable. Complaint dismissed.

**Proposed tariffs increasing rates (effective Aug. 10)** on grain, grain products, flax and millet, over the Rock Island, Milwaukee, the Omaha, Minneapolis & St. Louis, and Great Northern roads, from North and South Dakota, Minnesota, Wisconsin, Illinois and Iowa stations to all points by 1-2½c cwt., were postponed by the I. C. C. at the instigation of the Chicago and Milwaukee exchanges until Nov. 29 when a hearing is scheduled.

**In I. & S. No. 2359**, the I. C. C. found proposed restrictions of proportional rail-and-lake rates on grain and grain products from Argo and Blue Island, Ill., No. Hammond, Ind., and other Chicago switching district stations, to eastern and Canadian points (via the Milwaukee and the Northwestern to Milwaukee and thence via the Canada Atlantic Transit Co.) justified. Restriction on reshipping rates to the Boston zone was concomitantly proposed.

**In I. & S. No. 2459**, the St. L.-S. F. supplement 5 to I. C. C. 8454, which proposes to apply short line mileage rates on shipments of grain and grain products accorded out-of-line transit at Oklahoma City in lieu of rates at present applicable via actual route of movement, and also to base transit privileges at Clinton and Springfield, Mo., and intermediate points, on traffic originating beyond Kansas City, on the rate from Kansas City, instead of on the thru rate applicable from the original point of shipment, is suspended until Nov. 13.

**Grain dust** is neither injurious nor can tuberculosis be contracted therefrom, was the opinion of the New Jersey court that recently denied Harley B. Heath (elevator man in the mill of the New Jersey Flour Mills Co. of Clifton, N. J.) suit for \$50,000 damages.



# Activities of the Buro of Chemistry

[From Address of W. J. Humphrey, Chief of the Buffalo, N. Y., Food & Drug Inspection Station, Buro of Chemistry, U. S. Department of Agriculture]

The Buro of Chemistry, which is one of a number of buros and offices making up the United States Department of Agriculture, was organized as a small division in 1862, with a staff of four or five men and has grown to a buro employing more than 300 chemists, bacteriologists, microscopists and inspectors. Its work may be divided primarily into two divisions. First: Research work, which is carried on by some 25 laboratories located mostly in Washington, D. C., and second: Regulatory work which involves the enforcement of the Naval Stores Act, the Tea Inspection Act, and the Federal Food and Drugs Act, the last named being the most important.

**Studies of dust explosions:** One of the activities of the Buro is the prevention of plant dust explosion and fires. Heavy loss of life and property sometimes results from dust explosions, in threshers, grain elevators, flour mills and in other industries where dusts accumulate. The Buro has been ascertaining the exact causes of such explosions and developing effective methods of prevention. In 13 dust explosions occurring in the United States and Canada during recent years, 154 lives were lost and over 200 were injured, and grain and property valued at more than \$16,000,000 were destroyed. Ten explosions were investigated during the year just ended, the most recent one an explosion in a grain elevator at Milwaukee, causing a property loss of \$600,000. The Buro has conducted extensive experiments to determine the nature of these explosions, their causes, and methods that could be adopted by manufacturers and millers to prevent similar disasters. Dust explosions have been produced on a small scale in an experimental way. Investigation showed that the dust produced in the handling and milling of grain of all kinds when mixed with air in the proper proportions is highly explosive. Usually these mixtures are set off by an electric spark or something similar.

This work has become rather extensive. It is not possible to cover the proposition in its various ramifications, but I might just mention that during this past year a special nozzle for use in pneumatic systems was designed and patented and arrangements have been made for installing it on the pneumatic cleaning system of the new B. & O. elevator at Locust Point, Baltimore, Md. (This was fully described in the Jan. 10 number of the Journal.)

**Determining standards and definitions** for various cattle feeds sold on the American market has for some time been under way. The enforcement of the Federal Food and Drugs Act is carried on in the field by 15 stations located in various cities throughout the country. These stations or laboratories are divided into three groups with headquarters at New York, Chicago and San Francisco. In the Eastern district with headquarters, as New York, there are stations located at Boston, Buffalo, New York, Philadelphia, Baltimore, Savannah and Porto Rico. The Buffalo station covers all of western New York state and approximately two-thirds of the state of Pennsylvania. The operations of the various stations within each district are correlated and directed from district headquarters, and in turn the operations of the district are controlled and directed from the buro at Washington.

The term "food" as used in the Food and Drugs Act, includes all articles used for food for man or animal, whether simple, mixed or compound. This definition would include all feeds, grains, whether for cattle, poultry or other animals.

The Food and Drugs Act passed by Congress in 1906, is considered a corrective measure and not fundamentally a punitive one. An article of food which comes within the definition is subject to the Act, if it has been shipped or delivered for shipment in interstate commerce. It does not cover shipments within a state. The states have their own laws for the regulation of intrastate shipments.

**Adulteration defined:** An "article of food" is deemed to be adulterated "if any substance has been mixed or packed with it so as to reduce or lower, or injuriously affect its quality or strength" or "if any substance has been substituted wholly or in part for the article" or "if any valuable constituent of the article has been wholly or in part abstracted" or "if it contains an added poisonous or other added deleterious ingredient which may render the article injurious to health" or "if it has been mixed, colored, powdered, coated, stained in a manner whereby damage or inferiority is concealed" or "if it consists wholly or in part of a filthy, decomposed or putrid animal or vegetable substance."

An article of food is misbranded within the meaning of the statute if it be "an imitation of or offered for sale under the distinctive name of another article" or "if it be labeled or branded so as to deceive or mislead the purchaser" or "if it is in package form and

the quantity of contents is not stated in a plain and conspicuous manner on the outside of the package" or "if the package or label containing it bear any statement, design, or device regarding the substances or ingredients contained therein which statement, design or device shall be false or misleading in any particular."

Most of the states have laws requiring the registration of stock feeds sold within their borders, and generally such products are required to be tagged or branded with declarations of guaranteed analysis, and usually the ingredients must also be stated. The federal law does not require that stock feeds be labeled with a declaration of guaranty of analysis as to protein, fiber, fat, etc., and neither does it require as a general thing that the feeds be labeled and branded as to ingredients. However, the general requirement of the federal law, is that when such declarations are made on the label, they shall not be misleading in any particular and such declarations must be correct. The federal law does not require any registration of stock feeds. It does require that the bags or other containers of the feeds, shall be marked in a plain and conspicuous manner with the net weight.

There are primarily two possible actions under the federal law: the first, prosecution of the shipper, who has shipped an illegal product in violation of the law, and second, seizure of illegal goods which have been in interstate commerce or have been offered for shipment in interstate commerce.

**Seizure is accomplished** thru the process of a libel filed in federal court and subsequent actual "taking possession of the goods by the United States marshal." Usually a definite time is set by the U. S. attorney during which a claimant may appear for the goods in the case of the seizure action. In the western district of New York a period of 20 days is set. If the claimant desires to contest the seizure action, the case must then come up in federal court and be tried, or a claimant may admit the allegations of the libel, and if the violation can be corrected by relabeling, reconditioning or some other satisfactory procedure, he may obtain possession of the goods under a bond, provisioning that the goods will not be sold in violation of any of the state or federal laws, together with a specific relabeling or reconditioning requirement, and after paying the court costs, then proceed to relabel the goods or otherwise bring them into compliance with the law. This relabeling is often supervised by representatives of the Buro or reconditioning is supervised at the expense of the claimant.

**Prosecution:** The second kind of action may be described as prosecution of the shipper on the charge of a misdemeanor for exaction of penalties which the Food and Drugs Act itself provides: viz., not exceeding \$200 for the first offense and upon conviction for each subsequent offense a fine not exceeding \$300 or imprisonment not exceeding one year, or both, in the discretion of the court. The procedure which follows the determination that a violation of that law has been committed is as follows: The Buro of Chemistry issues citation to the party or parties charged with the violation and a hearing is held, at which time the respondent has an opportunity to show any fault or error in the findings of the Buro. If no such fault is shown, and the decision is to prosecute, the case is referred to the Attorney General and the U. S. attorney having jurisdiction files an information in court alleging violation of the law and outlining the particulars in which the law has been violated, or an indictment is sought before a grand jury. Such cases are then subject to the court's decision in the usual fashion.

While the Food and Drugs Act makes it illegal for any dealer to sell an adulterated product which has been received in interstate commerce, it provides in Section 9, that no dealer shall be prosecuted under the provisions of the Act when he can establish a guarantee signed by the wholesaler, jobber, or other parties residing in the United States from whom he purchased such article to the effect that the same is not adulterated or misbranded within the meaning of the Act. Such guarantees to afford protection, should contain the name or names and addresses of the party making the sale, and in such case said party or parties shall be amenable to the prosecution, fines, and other penalties which would attach in due course to the dealer under the provisions of the Act. A guaranty such as contemplated is protective only in cases where the product sold is in the original unbroken packages as received.

All prosecutions or seizures which have terminated in the federal courts are published as notices of judgment and these are issued from time to time. [In the Journal they appear under an Adulterations and Misbranding caption as often as they are issued.—Ed.] There

have been issued to date 12,500 notices of judgment, and during the fiscal year ending June 30, 1924, 650 notices. Prosecutions were instituted in all cases involving feeds and 120 shipments of seeds were seized. There were involved in these prosecutions and seizures whole grains such as oats, mixed feeds and products such as cottonseed meal, linseed oil meal, etc.

**Cottonseed meal:** A large number of the actions involved cottonseed meal. The principal violation in this product is the practice of shipping cottonseed meal containing less protein, or ammonia than declared on the label. Since the value of cottonseed meal in the market is in proportion to its protein content, this practice results in fraud to the purchaser, who does not get the feeding value expected and permits unfair competition among the mills, as it enables the shipper to obtain more meal from a ton of seed than his competitor who correctly labels his product. Sometimes the protein deficiency is so great as to constitute a substitution of the well defined lower grade for a higher grade. At other times the deficiencies are smaller, but of an appreciable value. Again, altho the Interstate Cottonseed Crushers' Ass'n has made it a rule, that a ton of cottonseed meal shall be 2,000 lbs. net, in some mills gross is weighed for net, while others are careless in weighing.

We found one mill using peanut hulls as an adulterant of cottonseed meal in its product. Shipments in which this substitution had taken place were also found deficient in protein content. Again we have had isolated cases where tags on a shipment have been removed en route and in their place were substituted tags with a much higher protein declaration.

We have for some years carried on considerable work to insure that our chemical results are correct and to insure accurate sampling. You may be interested to know that we experimented with a number of various triers for sampling, not only cottonseed meal but other feed products, with similar physical characteristics. We were able to obtain the best results with a trier about three-quarters of an inch in diameter, having a sharp point, and the most important characteristic of the trier being that the curvature did not extend beyond the exact middle of the circle. That is to manufacture the trier from a tube, the tube should be cut exactly in the middle longitudinally. In sampling, this trier is inserted in different parts of the sacks.

In our enforcement work so far as it involved cottonseed meal, we cannot make any regulation for refunds to be paid. Our investigations for deficiencies in the territory of the Buffalo station have shown a number of firms, large purchasers of cottonseed meal, who are receiving many shipments with low protein and some of these have instituted proceedings to obtain refunds. Such refunds however, do not correct violations or prevent repetition. We are interested in correcting these violations and in helping these purchasers to protect themselves. You can protect yourself and perform a service to others and aid in the enforcement of the law, by calling the attention of the Buro to these protein shortages or other violations, and by working with us where co-operation is required in bringing about a correction of those practices which result in the violations.

**Incorrect declarations:** We encounter many violations involving mixed feeds and these usually are incorrect declarations of guaranty for protein and less often for fat and fiber. Sometimes we find short weight and further an incorrect declaration of the ingredient. If the ingredients are incorrectly declared, it is a violation of the federal law, because the declaration is misleading if certain ingredients which have not been included in the feed, are declared on the label. Very often a valuable ingredient is declared but is present in very minute quantities. This is also a deception and a violation of the federal law.

Action under a state law does not in any way prevent action on the same shipment under the federal law. In fact the Food and Drugs Act provides for the institution of proceedings by state officials who can present facts covering a violation direct to a United States attorney, requesting proceeding in the federal court. We co-operate very closely with state officials and know of violations which they encounter on feeds and feeding stuffs.

[To be continued.]

**Stock exchanges** are subject to the capital stock tax and income tax, which applies generally to corporations, it was held by the treasury dept. Aug. 20. An opinion of the attorney general was cited, which specifically excluded stock exchanges from the category of chambers of commerce, boards of trade or business leagues, all of which are tax exempt. The attorney general's opinion, the treasurer said, would have "a direct bearing upon the taxability also of produce and similar exchanges thruout the country," altho cases involving these exchanges have not been presented.



# Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

## ARKANSAS

Emery, Ark.—L. E. Ring has purchased new machinery for his mill.

Prairie Grove, Ark.—W. C. Cravens contemplates erecting a flour mill at this station.

Magnolia, Ark.—The Williams Grain & Produce Co. incorporated; capital stock, \$10,000.

Berryville, Ark.—The Berryville Mfg. Co., which dissolved a short time ago, has been reorganized into the North Arkansas Mfg. Co.; capital stock, \$25,000. Officers are: Pres., W. D. Wilton; sec'y-treas., Joe Wilton.

## CANADA

Swift Current, Sask.—F. E. West has sold two grain elevators to the Saskatchewan wheat pool.

Stalwart, Sask.—The elevator of the Co-op. Elevator Co. was destroyed by fire Aug. 12; loss, \$12,000.

Winnipeg, Man.—The Topper Grain Co. has been organized by F. E. Topper, W. W. McKean, and E. L. Bingham.

Victoria, B. C.—It is probable that a flour mill will be established as an auxiliary to the proposed grain elevator at Ogden Point Piers.

Lethbridge, Alta.—Lightning struck the Ogilvie Flour Mills Co.'s elevator here recently, starting a fire which totally destroyed the bldg. and a car of flour in storage.

Vancouver, B. C.—At the annual meeting of the grain exchange division of the Vancouver Merchants Exchange, the following council was elected: J. E. Hall, R. E. Lee, T. W. B. London, Robert McKee, Geo. W. Head, A. W. Whitmore, E. A. Woodward.

Vancouver, B. C.—The Vancouver harbor commissioner's elevator No. 3, which is nearing completion, has been leased by a syndicate composed of E. E. Buckerfield, D. R. Davis, D. R. Davis Grain Co., Strauss & Co., Ltd., and the United Grain Growers, Ltd.

Vancouver, B. C.—The United Grain Growers has leased Elevator No. 3 of the Vancouver Harbor Commissioners. The elevator is undergoing considerable overhauling. Two new spouts are to be installed and alterations to other spouts will increase the flow of grain.

Calgary, Alta.—George Hill, Dominion Government grain inspector, has accepted the appointment of chairman of the grain appeal board, authorized by the board of grain commissioners under the new grain act. Mr. Hill will commence his new duties on Sept. 1.

Toronto, Ont.—Herbert Law, mgr. of Chaplin Bros. & Co., has resigned with the intention of returning to his home in Glasgow, Scotland. Later he will enter the business of his father, Andrew Law, of Messrs. Crawford & Law, flour exporters, taking the management of the grain dept.

Edmonton, Alta.—We are now constructing a 100,000-bu. private terminal house on private trackage. We will equip this plant with a very complete line of cleaning machinery and plan to handle considerable grain off the street as well as carload lots.—Edmonton Terminal Grain Co., Ltd.

Port Mann, B. C.—Plans for the construction of a 5,000,000-bu. elevator on the Fraser river have been submitted to the president of the Canadian Nat'l Railways. This elevator will be built by Valentine Quinn and construction will be started in December. It is proposed to have the plant ready to handle the 1926-27 crop.

Fort William, Ont.—The plant of the Mount McKay Flour & Feed Co., Ltd., was completely destroyed by fire recently. The loss, which included over 6,000 bus. of mixed grains and two cars of baled hay, is estimated to exceed \$40,000. It is announced that temporary buildings will be erected at once so that business can be resumed.

St. Mary's, Ont.—Mr. J. E. Macfarlane, late general mgr. of the Western Canada Flour Mills Co., Ltd., of Toronto, and Mr. J. G. Wolverton, head of the Wolverton Mfg. Co., Ltd., of Wolverton, Ont., a concern whose mill was burned about a year ago, have formed an alliance and will again enter the milling business. They will operate the now idle plant of the St. Mary's Mfg. Co., Ltd.

## CALIFORNIA

San Francisco, Cal.—The Consolidated Mfg. Co. will build an \$18,000 mill and warehouse bldg. three stories high.

San Francisco, Cal.—W. L. Beady, who recently resigned as grain buyer for the Sperry Flour Co., has become a partner with W. H. Allen in the firm of W. H. Allen Co., grain and bean brokers.

Los Angeles, Cal.—Reconstruction of Warehouse No. 2 of the Nicholls Grain & Mfg. Co. is being speeded up. The fire loss, which was fully covered by insurance, was confined to the warehouse.

Los Angeles, Cal.—George E. Rice has been appointed exploitation manager of the Nicholls Grain & Mfg. Co. Mr. Rice will have supervision over the expansion program of the company which plans to ultimately establish a business of \$20,000,000 a year.

## COLORADO

Colorado Springs, Colo.—We are making some repairs at our plant here, installing a new 72,000 lb. hopper scale and also a barley roll.—Conley-Ross Grain Co.

## IDAHO

Ferdinand, Ida.—Ferdinand Grain Co. incorporated; capital stock, \$25,000.

Rexburg, Ida.—Rexburg Flour Mills incorporated; capital stock, \$50,000; incorporators, C. B. Shoemaker, Henry C. Ehrlich and G. I. Tyler.

Rupert, Ida.—The Rupert Seed & Mfg. Co. has filed an amendment to its articles of incorporation decreasing the capital stock from \$50,000 to \$25,000.

Kendrick, Ida.—The elevator, flour mill and warehouse of the Vollmer Clearwater Co. were destroyed by fire. Loss, \$100,000, with \$50,000 insurance.

Moscow, Ida.—We have recently purchased the Pacific Coast Elevator warehouse located on the O. W. R. N. Railway. We will make a specialty of storing and handling peas and beans.—Moscow Independent Whse. Co.

## ILLINOIS

Pekin, Ill.—A wind storm on Aug. 19th caused a small loss to the Pekin Farmers Grain Co.

LaSalle, Ill.—On Aug. 3 the warehouse belonging to H. F. Caskey was severely damaged by fire.

Princeton, Ill.—We took over the elevator of L. D. Spaulding Grain Co.—E. W. Hopkins, mgr., E. W. Hopkins Grain Co.

Steeleville, Ill.—The additional mill capacity and the boiler and engine room of the Gilster Mfg. Co. have been completed.

Wilmington, Ill.—The City Flour Mill is erecting a granary for all kinds of feed in car lots and to take care of the grain.

Nekoma, Ill.—The W. A. Frazier elevator and accompanying buildings were disposed of at a foreclosure sale. The suit to foreclose was brought by L. M. Yocum.

Macomb, Ill.—One of the grain bins of the Farmers Grain, Fuel & Supply Co.'s elevator burst and 1,800 bus. of wheat ran out on the ground.

Peoria, Ill.—Grant M. Miles, of P. B. & C. C. Miles, and who has been prominently identified with the National Guard Service of Illinois, recently earned promotion to colonelcy.

Lawrenceville, Ill.—The warehouse of the Horner Elevator & Mill Co. was completely destroyed by fire on Aug. 8. Fire was probably caused by a spark from a passing engine.

Streator, Ill.—Geo. Hollenbeck has brot suit against Jas. E. Bennett & Co. and Frank Lavelle, mgr. of their Streator office, to recover \$25,000 damages due to the closing out of trades in wheat futures that he was carrying on margin.

Buckingham, Ill.—The La Salle Cash Grain Co., which was recently incorporated, has bought the 65,000-bu. elevator on the I. C. R. R. of J. A. Urbain, who remains as mgr. Mark Smith, pres. of the company, is a member of the Open Board of Trade and the Chicago Board of Trade.

Springfield, Ill.—The Illinois Commerce Commission must sit in idleness and draw its many salaries until the state legislature appropriates money for its traveling expenses, for there seems to be no other way for it to get around the ruling of the Supreme Court to the effect that where a case before the Commission involves a company in one county, the hearing must be held in that county. While a rehearing may change this ruling, no action is likely for several months.

## CHICAGO NOTES.

The Board of Trade building fund now totals \$311,350.

Thomas Skinner, broker, and one of the older members of the Board of Trade, died Aug. 21.

Chicago, Ill.—The Rosenbaum Grain Corp. was admitted Aug. 11 to membership in the Chicago Board of Trade clearing house.

J. Victor Onativia, Jr., member of the firm of Dean, Onativia & Co., has been reinstated to membership in the New York Stock Exchange and the Chicago Stock Exchange.

Chicago, Ill.—Lee W. Partridge, nephew of the late C. W. and E. Partridge, who sold out his membership in the Board of Trade in 1919, is again on the floor trading for himself.

Both elevators of the Union Elevator Co., located at 18th St., burned to the ground shortly before daybreak today, Aug. 25. Tho both plants were empty, the loss is placed at \$200,000, as the combined capacity totaled 1,500,000 bus. The east wall crashed into the river barely grazing the river fire-fighting apparatus. The 150-ft. chimney still stands.

Altho the directors of the Board of Trade rejected the clearing house petition because it did not offer a concrete plan, enough members were in favor of further study by a com'te to sign a petition carrying the requisite number of names to authorize the directors to put the proposition before the entire membership on a ballot, and they will do so.

J. W. T. Duvel, who has been in charge of the U. S. Grain Futures work at Chicago since its inception, has been promoted to chief of the Grain Futures Administration, with headquarters at Washington. He is succeeded at Chicago by L. A. Fitz, who was associated with Mr. Duvel many years ago in the work of standardizing grain grades. Mr. Fitz' connection with the futures administration began Aug. 1, but Mr. Duvel remains until Sept. 1 to aid in the investigation of the July wheat deal on the Chicago Board.

The Wabash railroad's Rialto Elevator on the Calumet river in South Chicago is being equipped to receive grain by water. It is operated by Nye, Jenks & Co. Its marine tower, being erected by Jas. Stewart & Co., is of structural steel and will be covered with corrugated iron siding. A stairway will extend from the first to top story. The 25,000-bu. marine leg will be of the crosshead type. A Goodrich rubber belt will carry two rows of 12x8x3-inch buckets staggered. Power will be supplied by 2 A. C. motors of 100 hp., 1 of 30 and 1 of 20 hp. Power will be transmitted from motors by a combination of gears and Link-Belt silent chain. The leg casing and machinery will be supplied by the Webster Mfg. Co.



The following have recently been admitted to membership in the Board of Trade: Herbert McDonnell of New York; Fred'k C. Sawyer, Wm. T. Brooking, St. Louis; Edward Hyman of New Orleans, James W. McTague, Lee W. Pardridge, Benj. Franklin Sterling, Houston; Abraham Brawn, John B. Gannon, Chas. E. Hunting, Jr., John D. Cannon and Chas. E. Cohen. Applicants for membership are Wirt D. Walker, Sydney J. Cottingham and Susumn Tsukaguchi. Applications for transfer are: Est. Fred'k K. Pulsifer, Harry A. Olendorf, Frank F. Wood, Est. Rob't E. McDonnell, Est. G. A. Lauzier, Rob't E. Tease and John R. Marfield. Memberships are selling at \$3,200.

## INDIANA

Cynthiana, Ind.—Wilk is progressing on the new addition to the Ziliak-Schafer Co.'s elvtr.

Kirklin, Ind.—Moore Bros. have let contract for the installing of a new 24-in. attrition mill to J. M. Bell.

Leroy, Ind.—The hay and grain elvtr. and coal business of J. H. Love, deceased, will continue to operate.

Evansville, Ind.—The Sauer's Mfg. Co.'s elvtr. has been repainted. Stevens Engineering & Constr. Co. did the work.

Lawrenceburg, Ind.—Additional storage for the Lawrenceburg Roller Mills Co. has been completed by the Stevens Engineering & Constr. Co.

Martinsville, Ind.—Wm. S. Robinson, who until a few weeks ago was connected with the Martinsville Mfg. Co., died at his home here Aug. 9 of heart disease.

Thorntown, Ind.—The Sugar Creek Grain Co. recently placed its order with J. M. Bell for a new Bauer Attrition Mill to replace its old grinder. The grinding dept. will be overhauled and all new equipment installed.

Huntertown, Ind.—The Huntertown Grain Co. is replacing its old Bauer Attrition Mill installed in 1901 with a new Bauer Motor-Driven 26-in. mill equipped with two 30-h.p. motors. The contract for the mill and all equipment has been let to J. M. Bell.

Indianapolis, Ind.—The pardon petition in behalf of Warren T. McCray, former Indiana governor, who is serving a term in the Atlanta federal penitentiary for misuse of the mails, has been forwarded to Federal District Attorney Albert Ward. He will file it with Judge A. B. Anderson who presided at the trial.

## IOWA

Royal, Ia.—The Farmers Grain Co. has been dissolved.

Hartley, Ia.—The Hunting Elvtr. Co. has just completed a new office.

Neola, Ia.—The work on the Dawson Grain Co. is just about completed.

Albert City, Ia.—Carl R. Johnson has accepted a position at the DeWolf Grain Co.

Rock Valley, Ia.—De Jong & Van Hull have purchased the Rock Valley Roller Mills.

Cedar Rapids, Ia.—The Fraser-Smith Co. has opened an office at this station with Mr. H. H. Flow in charge.

Zaneta (Dike p. o.), Ia.—The elvtr. of the Zaneta Grain & Lbr. Co. has been repaired and is now open for business.

Fredericksburg, Ia.—George Richardson has become owner of the Kunz Elvtr. of which he has been a manager for 19 years.

Estherville, Ia.—The Fraser-Smith Co. has closed its office at Emmetsburg and opened an office here. F. E. Albertson is in charge.

Mount Ayr, Ia.—Wilson Grain Co. incorporated; capital stock, \$25,000; incorporators, H. B. Tedford, J. Kinsell and Sherman McCullough.

Dumont, Ia.—The Farmers Grain Co. has installed a large electric driven feed mill at the elvtr. The plant opened for business on Aug. 12.

Decorah, Ia.—The N. H. Adams elvtr. has been rented to Robt. Wheatman and Roger Stoskopf and they will open for business shortly.

Chatsworth, Ia.—Herman Herrin is now manager of the Independent Grain Co.'s elvtr., occupying the position formerly held by Lou Beyers.

Meltonville, Ia.—The Speltz Grain & Coal Co. has leased the elvtr. formerly operated by the Huber family. Fred Allen has been made manager of the business.

Keystone, Ia.—The elvtr. here formerly owned by the Ray Murrell Grain Co. is now under the management of the Wilder-Murrell Grain Co. George Thiessen will remain in charge at this station.

Dike, Ia.—I'm to be directly in charge of the elvtr. formerly owned by Gifford here. The elvtr. is to be run under the name of Dike Grain Co. and is owned by A. J. Froning and son.—A. J. Froning.

Persia, Ia.—My one elvtr. burned on July 26 and the entire bldg. was destroyed together with about 2,000 bus. of grain. Loss between \$3,000 and \$10,000, pretty well covered by insurance.—E. A. Bowles, Bowles Grain Co.

Independence, Ia.—Mr. J. P. Christianson passed away at his home here July 17 at the age of 44 years. He had been in failing health for the past six months. Mr. Christianson formerly was mgr. of an elvtr. at Lawrence, Nebr.

Ringsted, Ia.—The Ringsted Farmers Elvtr. plans to erect a building to house an attrition mill and corn sheller and crusher. The improvement will cost about \$10,000 and work of erection will commence as soon as contract can be let.

Spencer, Ia.—We are now building a popcorn plant and elvtr. on the C. M. & St. P. Ry.; shelled capacity, 10,000 bus. Complete shelling and cleaning equipment. Birchard Construction Co. is doing the work.—R. M. Tuttle Popcorn Co.

Anthon, Ia.—The Trans-Mississippi Grain Co. with headquarters at Omaha, which has maintained an elvtr. here since 1888, has closed the plant indefinitely. It is probable that a new elvtr. will be constructed or extensive repairing and remodeling done on the old one.

Hawarden, Ia.—The Farmers Grain Co.'s elvtr. which has been closed for some weeks past has again opened up for business under new management and will hereafter be known as the New Farmers Grain Co. Virgil Jones of Hudson has taken over the management of the business.

Ames, Ia.—L. E. Munsinger, for the past 14 years connected with the Ames Grain & Coal Co., will open a grain brokerage and general investment office Sept. 1. He will have connections with grain firms in Omaha, Chicago, Kansas City, St. Louis, Peoria, Cairo, Ill., Milwaukee, Minneapolis and Buffalo.

Clinton, Ia.—Extensive improvements are underway at the John Struve Model Roller Mills where the foundation is now under construction for an elvtr. which will adjoin the present structure. The bldg. will be 20x32x30 ft. high. Other plans for additional machinery are under way and the mill in general will be extensively improved.

Wellsburg, Ia.—John Krull severely cut his hand on a grinder in the Tjaden & Dilly elvtr. The grinder is a thin one, attached to a motor and was running when Mr. Krull saw that it was about to fall off the bench on which it stood. He threw out his hand to push it back onto the bench when he struck the swift-running grinder.

Allendorf, Ia.—The Allendorf Co-op. Farmers Elvtr. reports a splendid business for the opening week of its new plant. Over 36,000 bus. of grain was handled. The new plant is of concrete construction and is valued at about \$8,000. The capacity is over 25,000 bus. Among the equipment is a 10-ton Howe Truck Scale with pneumatic truck dump.

Strahan, Ia.—Fire was discovered in the Farmers Elvtr. on Aug. 16 following a big rain. It was presumably caused by a stroke of lightning. The building was owned by a group of farmers near here but was leased and operated by L. M. Hamsch. The plant contained about 400 bus. of oats. It would cost about \$5,000 to replace the building. Insurance, \$3,000.

Sioux City, Ia.—Two companies reopened offices in the Grain Exchange. They are the McCaull-Dinsmore Grain Co. and the Quinn-Shepherdson Co. of Minneapolis. The McCaull-Dinsmore Grain Co. has reopened its office after having been closed several weeks during the summer. The Quinn-Shepherdson Co. had offices in the Grain Exchange about 3 years ago. T. W. Peterson is new mgr. of the McCaull-Dinsmore Grain Co.

## KANSAS

Halstead, Kan.—The Midland Mfg. Co. will increase the capacity of its Halstead mill.

Turon, Kan.—W. R. Atherton is now in charge of the John Collopy elvtr. which he recently purchased.

Elmer, Kan.—The windstorm of Aug. 12th did slight damage to the elvtr. of the Consolidated Flour Mills Co.

Darlow, Kan.—The elvtr. of the Consolidated Flour Mills was slightly damaged by the windstorm on Aug. 12.

Arkansas City, Kan.—We opened our branch office here on July 20.—Jack Carrigan, mgr., B. C. Christopher & Co.

Blaine, Kan.—We are figuring on building an elvtr. before the new crop of corn is ready for market.—Harrington & Cummings.

Atchison, Kan.—New machinery is being installed in the new unit of the Lukens Mfg. Co. The plant is expected to be in operation within 90 days.

Ely, Kan.—The name of this place is now Ash Valley; mail addressed to the Pawnee County Grain & Supply Co. should be governed accordingly.

Rice, Kan.—C. A. Kalbfleisch has purchased the elvtr. at this place from the Baker Crowell Grain Co. He will probably remodel the elvtr. in the spring.

Hawes (Belpre p. o.), Kan.—The railroad name of Hawes will now permanently be Mathews (Belpre p. o.). The Consolidated Flour Mills Co.'s mail is concerned.

Herington, Kan.—Wm. Sangwin, mgr. of the Farmers Union Elvtr. Ass'n, vanished from his home on Aug. 7. His car was found abandoned at Manhattan on the 12th.

Atchison, Kan.—The Pillsbury Flour Mills Co. has completed a new loading dock and will start construction of its 9,000-bbl. warehouse alongside of this dock immediately.

Charlet (Belpre p. o.), Kan.—Mail addressed to the Midwest Grain Co. of Charlet should now be addressed to Williams (Belpre p. o.), Kan., the railroad name being permanently changed.

Seguin, Kan.—The elvtr. of the Robinson-Wyatt Grain Co., of Salina, at this place, was moved off its foundation and badly damaged by a tornado and cloudburst on the night of Aug. 14th.

Salina, Kan.—Peter Beyer, employed at the plant of the Shellbarger Mill & Elvtr. Co., was seriously injured when he was caught by a conveyor belt and dragged several feet. Several ribs were broken.

Wichita, Kan.—Pouring of concrete was started Aug. 14 on the new 300,000-bu. addition to the wheat storage capacity of the Wichita Flour Mills Co. It is expected to have the new tanks ready to receive wheat in less than 60 days.

Pretty Prairie, Kan.—An 80,000-bu. reinforced concrete grain elvtr. will be erected for the Collingwood-Moore Grain Co. to replace the one burned July 6. Plant will be ready to receive grain by Sept. 1. The Jones-Hettelsater Constr. Co. will do the work.

Manter, Kan.—John Morrow, former grain buyer for the J. T. Gray Grain Co., has been held for trial on the charge of obtaining money by false pretenses. A check on the grain company is alleged to have been cashed by him, representing himself to a bank at Syracuse to be the fictitious person to whom the check was payable.

## KENTUCKY

Jackson, Ky.—The Jackson Roller Mills has just opened its new plant and begun the manufacture of flour, meal and feed.

Louisville, Ky.—The Louisville Mfg. Co. has increased its capital stock to \$1,000,000. The company is under the control of the Washburn-Crosby Co. of Minneapolis.

## LOUISIANA

New Orleans, La.—The Interstate Rice Mills just incorporated for \$200,000.—P. J. P.



## MARYLAND

Baltimore, Md.—Robert L. Burwell of Chas. W. Owens & Co. died at his summer home on West River, Md., on the morning of Aug. 10 after a lingering illness. Mr. Burwell was for many years identified with the Chamber of Commerce.

Baltimore, Md.—Edwin Hewes, for 60 years identified with the grain export trade at Baltimore and a member of the Chamber of Commerce, died Aug. 10 after a brief illness. Mr. Hewes was 85 years of age and was the oldest member on the rolls of the Chamber. He was connected with C. P. Blackburn & Co.

Baltimore, Md.—Colonel John C. Legg, founder of the flour and grain commission firm of John C. Legg & Co. of this market, and one of the oldest members of the Chamber of Commerce, died from a heart attack on Aug. 16, aged 76 years. During his younger days Colonel Legg took an active part in the affairs of the local grain organization and for more than ten years was chairman of the wheat com'te of the Chamber.

## MICHIGAN

Fremont, Mich.—Lightning slightly damaged the mill of Johannes Walters on Aug. 3.

Corunna, Mich.—The Parshall Mfg. Co. suffered a small loss on Aug. 13 when fire started in a screenings conveyor.

Alma, Mich.—The Alma Grain & Elevator Co. has bought the Alma Elevator Co. and J. P. Oik of Flint will take charge as the new manager.

Carson City, Mich.—A. L. Crispell has bought an interest in the Carson City Elevator Co. Mr. Crispell has been with the Rockafellow Grain Co. for 18 years.

Eaton Rapids, Mich.—Crane & Hults are installing a complete feed grinding and mixing plant, consisting of an attrition mill, corn sheller and crusher, scalping machine for cleaning material before grinding, and the necessary elevators and motors to operate same. It will be about six weeks before the firm can commence operations with the contemplated improvements.

Atwater, Mich.—The Atwater Co-op. Elevator Co. incorporated; capital stock, \$15,000. This new company is a reorganization of the old Atwater Grain Co. The new officers are: Pres., Martin McKenzie; vice-pres., Wm. Stambaugh; sec'y, Dan J. McIntosh; treas., Neil Morrison. The manager of the elevator will be Harold B. Alexander, formerly with the Elkton Elevator.

Monroe, Mich.—During the past five years the Amendt Mfg. Co. has operated at a loss of more than \$500,000 as a result of adverse trade conditions and mismanagement. The balance sheet shows a deficit of about \$650,000. The company is capitalized at \$2,000,000. The common stock outstanding amounts to \$556,126; preferred stock outstanding, \$664,275; subscriptions unpaid amount to \$27,350, making a total of \$1,247,750. The value of the property owned by the company is \$455,979.98. Many of the stockholders are of the opinion that the company can be put back on a paying basis, and a new board of directors will be elected. In addition to the Monroe plant the company has mills at Coldwater and Tecumseh and an elevator at Trenton.

## MINNESOTA

Mankato, Minn.—E. P. Carnes is reported to have purchased an elevator here.

Clarissa, Minn.—The National Grain Elevator will open soon with L. E. Johnson in charge.

Little Falls, Minn.—The Northwestern Mfg. Co. of Minneapolis will build a grain elevator at Little Falls.

Heckman (Marshall p. o.), Minn.—M. W. Johnson of Milroy has opened a grain buying market here.

Winthrop, Minn.—The Winthrop Farmers Elevator Co. has purchased the Great Western Grain Co.'s elevator.

Cologne, Minn.—Guettler Bros., props. of the Cologne Mill Co., have sold the business to Phil Guettler & Son.

Henning, Minn.—The Henning Grain Co., owners of the elevator on the Northern Pacific Ry., was opened for business Aug. 15 for the purchase of grain and the sale of coal. N. O. Nelson is in charge.

Comfrey, Minn.—The England Grain Co.'s elevator, valued at \$10,000, was destroyed by fire with 15,000 bus. of grain.

Melrose, Minn.—Nelse Enge of Minneapolis has purchased the local mill property from Chas. Metzroth of St. Cloud.

Danube, Minn.—The Aetna Grain Co. now owns the Gackle & Co. elevator. A new truck dump scale has been installed in the plant.

Watson, Minn.—The Watson Farmers Elevator Co. opened for business after being closed on account of extensive repairs on the elevator.

Windom, Minn.—E. W. Larson succeeds H. H. Flow as manager of the Fraser-Smith Co. Mr. Flow has taken charge of the company's office at Cedar Rapids.

Medford, Minn.—The elevator owned and operated by R. E. Jones Co. of Wabasha under the management of H. D. Adams, has been sold to the King Midas Mfg. Co. of Minneapolis. T. E. Lahart is the new manager.

## DULUTH LETTER.

Duluth, Minn.—H. A. Wernli & Co. is a new member of the Duluth Board of Trade.

Duluth, Minn.—The W. S. Moore Grain Co., which suspended business a month ago, has resumed.

Duluth, Minn.—Two Duluth Board of Trade memberships were recently sold at \$6,500 each, a top figure.

Duluth, Minn.—The Board of Trade membership of H. S. McGregor has been transferred to F. P. Heffelfinger of the Globe Elevator Co.

## MINNEAPOLIS LETTER.

The Sheffield Elevator Co. is building two one-story steel and fireproof additions to its elevator.

John F. Barrett of John F. Barrett & Co. of Chicago, has purchased a membership in the Chamber of Commerce.

The Andrews Grain Co., incorporated; capital stock, \$500,000; incorporators, Arthur C. Andrews and Howard G. Tilton.

Minneapolis, Minn.—J. C. Miller, a grain dealer of Page, N. D., has purchased a membership in the Chamber of Commerce.

Minneapolis, Minn.—C. E. Austin is now manager of the durum dept. of the Christian Mills. Mr. Austin was formerly manager of the State Mill & Elevator at Grand Forks, N. D.

Geo. A. Aylsworth, for the past six years vice-president of the Aunt Jemima Mills Co. at St. Joseph, Mo., has become associated with the A. L. Goetzman Co. as vice-president.

Minneapolis, Minn.—The Commander Elevator Co. has completed negotiations for the purchase of the modern terminal elevator of the Exchange Elevator Co. at St. Louis Park, a suburb of Minneapolis. The house is of concrete construction and has a storage capacity of 1,250,000 bus. The transfer is to be made on Sept. 1. In order to finance the purchase the Commander Elevator Co. has increased its capital stock from \$150,000 to \$1,000,000.

The Calumet Elevator, operated by the Itasca Elevator Co., burned on Aug. 19. Loss is estimated at \$250,000, covered by insurance. Elevator contained about 9,000 bus. of grain. Four other elevators were menaced by the flames. The Union elevator, said to be the largest wooden elevator in the world, was only 500 ft. away and caught fire a dozen times from flying embers. It will be necessary to install temporary machinery to remove grain from the four Calumet concrete tanks because all of the machinery in the main elevator was destroyed.

## MISSOURI

Hume, Mo.—W. C. Foster bought the Farmers Elevator which was sold in a trustee's sale.

Jasper, Mo.—The elevator belonging to Thomas Patterson was damaged by the wind storm on Aug. 12. Very small loss.

Wayland, Mo.—The Wm. & Chas. Winkleman elevator has been leased by Wiss & Wiss, and John Wiss will take charge.

Bloomfield, Mo.—Edwin Toole, 31, son of T. J. Toole, member of the firm of Buck & Toole Mfg. Co., died here recently.—P. J. P.

Carthage, Mo.—Machinery is now being installed in the Oli Rogers mill and the plant will be ready for operation in a short time.

El Dorado Springs, Mo.—T. J. Jackson has just been employed as manager of the Producers Grain Co. elevator which was recently completed. The old plant was destroyed by fire

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## Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

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## Grain Dealers Journal

309 South La Salle St. Chicago, Ill.



Lamar, Mo.—Our plant was not destroyed by fire. The M. N. Alexander & Co. plant was destroyed by fire on the morning of July 20. This plant was just across the street from us and our only damage was a few cracked windows and blistering of paint.—Lamar Mlg. Co.

Richmond, Mo.—At a trustee's sale, Aug. 1, J. M. Reed of Dover bid in the elvtr. of the R. V. Seward Grain Co., including equipment and brick office bldg. The Seward Grain Co. thereafter incorporated; capital stock, \$15,000; incorporators, Lucy S. and Luke W. Seward and Ralph B. Hughes.—P. J. P.

Canton, Mo.—Fire destroyed the Canton Co-op. Elvtr. Co.'s warehouse and contents on Aug. 6. The bldg. was valued at \$7,500 and the contents, consisting of farm machinery, hay, grain and feed, were worth \$12,000. The elvtr. was not damaged. Insurance to the amount of half the loss was carried.

New Madrid, Mo.—E. E. Reeves and H. E. Broughton of this city, who have owned and operated the flour and feed mill under the name of the New Madrid Mill & Feed Co. since 1921, have traded their mill to W. J. Evans and Abner Branding of Granite City, Ill. The new owners took charge immediately.

Chillicothe, Mo.—The 10,000-bu. ironclad elvtr. of Scruby Bros. Grain & Implement Co. and the corn chop and meal plant were destroyed by fire on the evening of Aug. 4. It is reasonably presumed a locomotive spark entering an open window started the blaze. The contents of grain suffered heavily from damage by water. As soon as final adjustment has been made on the insurance, construction will begin on a new 15,000-bu. elvtr. and chop and meal plant which will be in operation by Dec. 1.—S. R. Scruby.

Cape Girardeau, Mo.—Judgment for \$6,500, given Mrs. Lottie Berkbigher by a jury in circuit court at Benton against the Scott County Mlg. Co. for the death of her husband, killed while in the employ of the company, has been affirmed by the Springfield Board of Appeals. Mr. Leo Berkbigher, employed in the engine room of the company's plant at Oran, was killed at midnight, Jan. 20, 1924, when he fell from a steam pipe at the top of the room to a concrete floor. His skull was fractured in the fall.

#### KANSAS CITY LETTER.

Rapid progress is being made on the C. & A. Elvtr. designed by Horner & Wyatt.

Kansas City, Mo.—The Nelson Grain & Mlg. Co. is dismantling its Imperial mill plant and will cease operations on Sept. 1.

The Southard Feed & Mlg. Co. is remodeling its sweet feed unit to permit greater manufacturing capacity and is installing new machinery for mixing scratch feed and manufacturing poultry mashes.—F. W. Crane, v. p.

Kansas City, Mo.—Additions of 500,000 bus. to the elvtr. capacity of the North Kansas City plant of the Kansas Flour Mills Co. have been completed. The additions are a part of a series of storage expansions undertaken by the Kansas Flour Mills Co. for various units. The North Kansas City storage is in excess of 1,000,000 bus.

Kansas City, Mo.—J. S. Bache & Co. have established private wire service in Fort Worth, Waco, Temple, Hillshoro and Wichita Falls. Service for these towns is relayed through this city.

Kansas City, Mo.—Elmer H. Reed of Parker & Graff, brokers for the Corn Products Refining Co. on the Kansas City Board of Trade, has been called to Chicago for temporary service in the Chicago office. The Kansas City plant has been idle since April, 1924.

Kansas City, Mo.—The buildings, machinery, real estate, furniture, fixtures, good will and trade marks of the Atlas Cereal Co., which went into bankruptcy some time ago, will be sold by Fred E. Hudson, trustee, on Aug. 28 to the highest bidder. The hearing on the confirmation of the sale is to be on Sept. 1.

Kansas City, Mo.—The Missouri state grain inspection and weighing dept. has officially opened its new \$10,000 protein laboratory on the roof of the Board of Trade building. Both the Kansas and Missouri laboratories are established on the top of the grain exchange building. Additional facilities to the Kansas laboratory has entailed an expenditure of \$6,000. Edgar Karbach is the chief chemist for the Missouri dept. It was expected the Board of Trade would make the state laboratory the official laboratory for protein tests in Missouri. The Southwestern laboratory at present is official.

#### ST. LOUIS LETTER

St. Louis, Mo.—The roof of the concrete elvtr. of the Saxony Mills was slightly damaged by a windstorm on Aug. 12.

St. Louis, Mo.—The Uhlmann Grain Co. has opened an office here in the Merchants Exchange. D. B. O'Connell is in charge.

St. Louis, Mo.—Augustus E. Staley is an applicant for membership in the Merchants Exchange on transfer of certificate from C. K. Davis.

St. Louis, Mo.—Richard Uhlmann of Kansas City is an applicant for membership in the Merchants Exchange on transfer of certificate from Frank Weinberg.

St. Louis, Mo.—The following new members have been admitted to the Merchants Exchange: Robert N. Walker and Paul M. Marshall of the Valler Spies Mlg. Co. and Lloyd W. Monkers of the Hall-Baker Grain Co.

St. Louis, Mo.—The Marshall Hall Mlg. Co. has appointed Foster W. Mann as supt. of its 3,000-bbl. mill at East St. Louis. For a number of years Mr. Foster has held a similar position with the Midland Flour Mlg. Co. of Kansas City.

#### MONTANA

Portage, Mont.—The Montana Grain Growers has been permitted, by order of W. H. Poorman in district court, to sell an elvtr. to the Greeley Elvtr. Co. of Great Falls for \$3,000.

Poplar, Mont.—The Poplar Grain Co. incorporated; capital stock, \$50,000; incorporators, L. G. Truesdell of Minneapolis, Chas. G. Johnston of Williston, N. D., and E. W. Diercks of Minneapolis. The new company has bought the Farmers Exchange elvtr. formerly owned by C. S. Jennison.

#### NEBRASKA

Copenhagen, Neb.—J. E. Meuret has taken over the McCaull-Webster Elvtr. Co.'s elvtr.

Thurston, Neb.—A windstorm on July 13 caused a small loss to the Farmers Elvtr. Co.

Pickrell, Neb.—Th Seymour Dix elvtr. here was destroyed by fire with 3,000 bus. of grain. Loss, \$4,000.

Wauweta, Neb.—Construction on the Wauweta Mills has been completed and operations have been started.

Crawford, Neb.—Norman Bros. have purchased the grain and coal business of the Crawford Grain Co.

Indianola, Neb.—E. E. Smith of Bartley has purchased the Duff elvtr. and Mr. A. C. McNeill remains in charge of it.

Gering, Neb.—Robert Harvey has purchased the elvtr. and stockyards from Joe Scott. Mr. Harvey plans to enlarge the elvtr. and yards.

Brownville, Neb.—A. B. Wilson will make some improvements on the elvtr. he recently bought from the Duff Grain Co.—B. C. Wakefield, agt.

Chadron, Neb.—We are installing electric power in our elvtr. and putting the plant in modern shape.—Walter Peterson and Sam Yustesler, Owners.

Scottsbluff, Neb.—J. B. Runyon has taken over the management of the Scottsbluff elvtr. for Wm. H. and Robert Ferguson of Lincoln, who recently operated it.

Bertrand, Neb.—The old Shortridge grain elvtr. was destroyed by fire. The Uplike Grain Co. of Omaha owned the building and contents which were covered by insurance.

Pawnee City, Neb.—Joe J. Brown, owner and manager of the Brown Grain Co. has given up active management due to ill health. I. C. Staley is now in charge of the plant.

#### NEW ENGLAND

North Attleboro, Mass.—The North Attleboro Grain Co. has purchased a tract of land to erect a new plant.

Framingham, Mass.—Edgar J. Whitten and his son, Charles, have opened a new grain business here.—S.

Springvale, Me.—Austin A. Wilson, head of the Wilson Grain Co., died at his home here Aug. 3, aged 39 years.—S.

New Haven, Conn.—Moran & Patton Co., incorporated; capital stock, \$100,000; incorporators, Thomas F. Moran and Joseph J. Patton.—S.

Haverhill, Mass.—The grain and coal business of J. O. Ellison & Co. has been sold to the Ellison Coal & Grain Co.—S.

Gloucester, Mass.—Enoch Burnham, aged 72 years, prop. of the Burnham Bros. Grain Co., died at his home recently from heart disease.—S.

Biddeford, Me.—H. H. Stover & Co. of Portland, have opened a branch warehouse and salesroom for their hay, flour and grain business here.—S.

New Bedford, Mass.—Herve D. Ricard, a member of the firm of Ricard & Cote, dealers in grain and flour, died July 31 at his home, aged 28 years.—S.

Haverhill, Mass.—The office of the Kaulback Grain Co. was struck by lightning during a recent storm and was badly damaged by the fire which followed.—S.

Medway, Mass.—The Medway Coal & Grain Co. incorporated; capital stock, \$25,000; incorporators, Thos. F. Malloy and Mary A. Malloy of Medway, and Oliver F. Dorward of South Norwalk, Conn. Mr. Malloy recently bought the wood, coal, grain and trucking business of Wm. H. Hinman and the Hinman Coal & Grain Co.

#### NEW JERSEY

Milhurst (Freehold p. o.), N. J.—The Milhurst Mlg. Co., incorporated; capital stock, \$50,000; incorporators, David Deutch, Nathan Weisglas, Joseph Wallach and S. Shisman.

#### NEW YORK

New York, N. Y.—L. W. Leisner & Co., Inc., incorporated; capital stock, \$100,000; to engage in a general merchandising grain business.

Penn Yan, N. Y.—Myron H. Smith has been appointed manager of the Benton Co-op. Co. and will have charge of the company's grain business hereafter.

Parma, N. Y.—The Gulf Mills was completely destroyed by fire on the night of Aug. 6. Loss, \$25,000. It is believed the mill was struck by lightning. The plant was 108 years old.

Canandaigua, N. Y.—The large flour mill formerly owned by the late Edward H. Hawkins has been sold to O. W. Wilcox of Manlius who will repair and remodel the plant for use.

New York, N. Y.—The following new members have been admitted to the Produce Exchange: A. L. Edgerton of the American Elvtr. & Warehouse Co., Inc.; Frank A. Scudder of Connor & Scudder, and R. L. Valentine of B. F. Schwartz & Co.

#### NORTH DAKOTA

Gilby, N. D.—The Duluth Elvtr. Co.'s elvtr. was damaged by lightning.

Sheneyne, N. D.—The elvtr. of the Sheneyne Elvtr. Co. was destroyed by fire Aug. 15.

Still (Regan p. o.), N. D.—The Wilton Elvtr. Co. is installing a new truck dump and scale in its elvtr. here.

Spring Brook, N. D.—The Farmers Co-op. Elvtr. Co. has increased its capital stock from \$10,000 to \$20,000.

Bowman, N. D.—The Geo. C. Bagley Elvtr. Co.'s elvtr. was destroyed by fire. The damage is covered by insurance.

Marion, N. D.—The Powers Elvtr. Co. has purchased the Andrews Grain Co.'s plant. P. A. Dykstra is manager of the Powers plant.

Sanish, N. D.—The Farmers Independent Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, J. C. Folven and W. E. Dyke.

Hebron, N. D.—The Dakota Mill & Elvtr. Co., reported just incorporated in the last number of the Journal, formerly was the Hebron Roller Mills.—Dakota Mill & Elvtr. Co.

Prosper, N. D.—I have resigned as mgr. of the Equity Elvtr. & Trading Co. here and have bought an elvtr. from the Andrews Grain Co. at Wyndmere, N. D. I am going into the grain business for myself.—Albert H. Johnson.

Wyndmere, N. D.—I have bought the Andrews Elvtr. here and will do business under the name of Wyndmere Grain Co. I have repaired the elvtr. and am installing a Strong-Scott Pneumatic Truck Dump.—Albert H. Johnson.

Medberry, N. D.—Nils Tackling has taken over the management of the Equity Co-op. Exchange. The company has given the elvtr. a thorough overhauling, painting and extensive repairing, and is in fine shape for handling the crop of 1925.



Hillsboro, N. D.—The National Elvtr. Co.'s elvtr. has been extensively improved. A new Strong-Scott Truck Dump is among the equipment.

Grand Forks, N. D.—Milling operations were resumed Aug. 10 by the Russell-Miller Mlg. Co. after a suspension of several weeks during which improvements costing approximately \$100,000 were made in the local plant. A new elvtr. was ready to receive grain and a new office building will be completed soon.

New England, N. D.—At the annual meeting of the Farmers Equity Exchange the following officers were elected for the coming year: J. Olson, pres.; Herman Nelson, v. p., and W. G. Marr, sec'y. H. W. Genz will be mgr. It was decided at this meeting to install a feed mill in the elvtr.

Kensal, N. D.—The Woodworth Elvtr. Co., the Atlantic Elvtr. Co. and the Farmers Elvtr. Co. have installed Strong-Scott Air Dumps on their ton scales and the Osborne-McMillan Elvtr. Co. installed a new 10-ton Fairbanks Scale and a Strong-Scott Air Dump in their elvtr. and put the old scale outside for a coal scale.

## OHIO

Troy, O.—Henry M. Allen of the Allen & Wheeler Co. is seriously ill.

Latty, O.—Palmer & Co. have sold their elvtr. to J. H. Burnett of Decatur.

Frankfort, O.—I have bought the business of W. E. Hutton.—Elias Hutton.

Cincinnati, O.—H. W. Howard, hay and grain man, has removed his office to the Central Office Bldg.

Trotwood, O.—The Trotwood Farmers Exchange Co. has installed up-to-date equipment in its elvtr.

Toledo, O.—The Sheets Elvtr. is being electrified and will be ready to resume operations about Sept. 1.

Sabina, O.—W. A. Linkhart is adding an attrition mill to his feed dept., same to be furnished by J. M. Bell.

Dayton, O.—Our hay barn burned with a loss of \$3,500 with \$2,000 insurance. Will rebuild.—V. E. Herter Grain Co.

Piqua, O.—The Piqua Mlg. Co. is replacing its old attrition mill with a new Bauer Attrition mill. The order was placed with J. M. Bell.

New Vienna, O.—Boden Bros. are adding a 9x18 double roll to their mill. Their order for a Barnard & Leas roll was recently placed with J. M. Bell.

Greenville, O.—Two grain elvtrs. are now owned by the Farmers Nat'l Bank under the name of Greenville Farmers Ex. Co. I am the manager.—E. W. Loy.

Ravenna, O.—The concrete block warehouse of the J. F. Babcock Mlg. Co. was totally destroyed by fire on Aug. 11. The mill adjoining was only slightly damaged.

Cincinnati, O.—Daniel Berninger, formerly with A. C. Gale as supt. of the old Fairmount elvtr., has been appointed supt. of the new public elvtr. of the Early & Daniel Co. at North Fairmount which is approaching completion.

Spring Valley, O.—Hiatt & Son have taken over the plant they formerly leased to the Farmers Exchange and are making some changes. They are installing a Bauer Attrition Mill and will soon be equipped to do custom grinding and mixing.

Larue, O.—We have not been out of the grain business. This year we have installed a 40-ft. stand of elvtr. to handle our grain and a car loading equipment. We have had storage space for about 6,000 bus. for the past 3 years and expect to keep on expanding. Our officers are: Pres., A. W. Jones; treas., V. A. Jones; sec'y-mgr., C. C. Metz.—Larue Grain & Supply Co.

Mansfield, O.—The Federal Mill & Elvtr. Co., one of the largest milling concerns in this section of the state, will cease operations in this city before Sept. 15, to concentrate all of its milling work at Lockport, N. Y. The suspension of milling operations will have no bearing on the continuance of operations at the company's grain elvtr., now being operated by the Cleveland Grain & Mlg. Co.

## OKLAHOMA

Devol, Okla.—The Chesher Grain Co. is no longer in business.

Perry, Okla.—The smokestack of the Perry Mill & Elvtr. Co. was damaged by lightning.

Oklahoma City, Okla.—E. O. Billingslea Grain & Cotton Co. has moved its office to Frederick, Okla., until Dec. 1.

Burlington, Okla.—Fire recently damaged the concrete tanks of the Burlington Grain Co. but little damage was done to the grain stored in tanks.

Ponca City, Okla.—We opened office here, doing wholesale grain and brokerage business. Do not operate any elvtrs. or warehouses.—Ponca Grain Co.

Oklahoma City, Okla.—W. W. Deck has become associated with the C. A. Polson Grain Co. He was formerly with the Grain Marketing Co. at Fort Worth.

Oklahoma City, Okla.—The following new members have been admitted to the Oklahoma Grain Dealers Ass'n: Edward Jenkins of Medford, A. H. Clausing of Lucien, Tangier Elvtr. Co. of Tangier, Lonergan Grain & Feed Co. of Kelso, Vinita Hay Co. of Vinita, and the Great West Mill & Elvtr. Co. of Amarillo, Tex.

## OREGON

Elgin, Ore.—The 50-ft. elvtr. of the Elgin Grain & Storage Co. has started operations. The elvtr. has 30,000 bus. capacity. The foundation is of concrete and the cribbing is of heavy wood.

Springfield, Ore.—The office of the Springfield Mill & Grain Co. was broken into. The thieves secured no money but made away with contracts, bonds, insurance policies and gasoline coupons.

Portland, Ore.—The grain com'ite of the Merchants Exchange submitted a proposal to the exchange members which received approval and hereafter margins of 5c a bu. on wheat and \$2 per ton on other grains must be posted on all sales. Heretofore, the rule has been optional but hereafter it will be mandatory.

## PENNSYLVANIA

Hellam, Pa.—E. O. Sprenkle's new 25,000-bu. elvtr. has just been completed.

Woodville, Pa.—The Erier Food Mfg. Co. bought the flour mill of W. G. Griffith. The mill is one of the oldest in this section.

## SOUTH DAKOTA

Bruce, S. D.—Lloyd C. Ribstein has succeeded the Ribstein Grain Co.

Elsewhere in this number is published the South Dakota law of 1925 against discrimination in buying grain.

Bryant, S. D.—An office has been opened here by the Fraser-Smith Co. of Milwaukee. H. L. Stearns is in charge.

Lesterville, S. D.—The Betts Grain Co. of Mitchell has purchased the elvtrs. of J. J. Kremer and B. A. Friedel.

Belvidere, S. D.—The Belle Fourche Mlg. Co. has purchased the Belvidere grain elvtr. from James Hanskutt of Armour.

Bancroft, S. D.—The two elevators here were sold from the estate of the late Wm. J. Agnew. It is expected they will open at once under the new ownership.

Nunda, S. D.—Fred Moeller and son, Fred H. Jr., of Iroquois, have purchased the Atwood Elvtr. from Carl Doerr. Fred Moeller, Sr., is in charge of the Farmers Elvtr. at Iroquois and his son has taken charge of the new purchase at Nunda.

Huron, S. D.—The Huron Mlg. Co., which has been idle since 1923, will probably be placed in operation again. The present officers of the company are: E. B. Dineen, pres.; C. H. Longstaff, managing director and sec'y, and George Fullinweider, treas. Capital stock, \$150,000.

Big Stone City, S. D.—Farmers Co-op. Co. incorporated; capital stock, \$5,000. Officers: Ted Kohl, pres.; Fred Dunse, v. p.; Delmar Richert, sec'y; Albert Swanson, treas. Mr. Welde of Hanley Falls was chosen as manager. This new company is a reorganization of the old Farmers Equity Elvtr. Co.

## Cipher Codes

**Universal Grain Code:** The only complete, the most up-to-date and latest grain code published. Effects a greater reduction in tolls than any other domestic code. Code words for the U. S. Standard Grades of Wheat, Corn and Oats. 150 pages, 4½x7 inches. Price, leather bound, \$3.00; paper, \$1.50.

**Robinson Telegraph Cipher Code:** With all supplements, for domestic grain business. Leather bound, \$2.25; cloth, \$1.75.

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**Cross Telegraphic Cipher Code:** 7th edition revised for provision and grain trades. 145 pages 4½x5½ ins. Cloth bound. Price \$2.00.

**A. B. C. Improved Fifth Edition Code, with Sup.:** Reduces cable tolls 50% thru use of five-letter words, any two of which may be sent as one. Price in English, \$20.00.

**Bentley's Complete Phrase Code:** Contains nearly 1,000 million code words, any two of which can be sent as one word. Thru its use a saving of 50% can be effected in cablegrams. Appendix contains decimal moneys and list of bankers. 412 pages, 8½x10½ inches. Bound in cloth, leather back and corners. \$15.00.

**Baltimore Export Cable Code:** Hinrich's fourth edition, compiled especially for export grain trade. 162 pages 6½x9 inches, bound in leather. Price \$15.00.

**Riverside Flour Code, Improved (5 letter revision) Sixth Edition:** Retaining the essential features of the 5 edition published in 1901, for use in domestic and export trade. Size 6x7 inches, 304 pages. Bound in flexible leather, \$12.50.

**Calpack Code (1923)** is designed to succeed and replace the codes published by the J. K. Armsby Co. and the California Fruit Canners' Ass'n in the fruit and vegetable packing industry. Size 6½x8½ ins. 850 pages, bound in keratol. Price \$10.00.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL  
309 So. La Salle St., Chicago, Ill.

## Railroad Claim Books

require little of your time for filing, and contain spaces for all the necessary information in the order which assure prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

**Form A is for Loss of Weight in Transit Claims.**

" **B—Loss in Market Value Due to Delay in Transit.**

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" **E—Overcharge in Freight or Weight.**

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon.

The five forms are well bound in three books, as follows:

411-A contains 100 sets all Form A.

Price, \$2.00.

411-E contains 100 sets all Form E.

Price, \$2.00.

411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E.

Price, \$2.00.

## Grain Dealers Journal

309 South La Salle St. Chicago, Ill.



Appleby (Watertown p. o.), S. D.—The Henry Weirsbak Moving Co. is moving a 20,000-bu. elvtr. from this station to Kranzburg to replace the elvtr. of the Kranzburg Grain & Fuel Co. which burned recently.

Kranzburg, S. D.—Our plant, including elvtr., flour house and warehouse, burned the morning of July 29. Contents, 3,300 bus. of grain and car of salt. Loss covered by insurance. The Henry Weirsbak Moving Co. of Watertown, S. D., is moving a 20,000-bu. elvtr. from Appleby, a distance of 11 miles, to replace the one burned.—A. R. Ellis, mgr., Kranzburg Grain & Fuel Co.

## SOUTHEAST

Valdosta, Ga.—The Valdosta Mill & Elvtr. Co. will reopen its plant this fall and will devote its time to the husking, shelling and storing of corn and to the manufacture of meal, feeds and by-products.

## TENNESSEE

Johnson City, Tenn.—Fire practically destroyed the old Boone's Creek flour mill Aug. 10. The fire, which may have been caused by a gas engine, originated in the lower part of the structure, which is a 3-story brick bldg. on a rock foundation. About 1,500 bus. of wheat and 150 bus. of corn was burned. The mill was the property of R. L. Benney of Boone's Creek and Lee B. Harr of Johnson City.

## TEXAS

New Braunfels, Tex.—The mill of the Landa Mfg. Co. was recently sold to J. E. Jarrett of San Antonio.

San Antonio, Tex.—The warehouse of the Pendleton Grain Co. was robbed of several 100-lb. sacks of oats recently.

Ft. Worth, Tex.—J. L. Walker, pres. of the Walker Grain Co., has filed a voluntary petition in bankruptcy. Assets are placed at \$159,877.34 and liabilities at \$550,774.34.

Alamo, Tex.—We have bought the defunct Alamo Bonded Elvtr. Have made improvements to the amount of \$3,000. Will handle 100,000 bus. of corn. Storage capacity, 10,000 bus.—John N. Buckhart, Alamo Grain & Elvtr. Co.

Plainview, Tex.—E. N. Noble, pres. of the Panhandle Grain Dealers Ass'n and of the Plainview Grain Exchange, has purchased the controlling interest in the Ayres Grain Co. and will soon assume management. Paul Pierson will continue as ass't manager.

## UTAH

Ogden, Utah.—A. P. Bigelow, assignee for the Holley Mfg. Co. creditors, has filed suit against the sheriff to restrain him from executing a garnishment against the assets of the Holley Co., this garnishment being on a judgment of \$1,391 obtained by Estal Hewitt, Salt Lake City.

## WASHINGTON

Cheney, Wash.—Francis M. Martin, pres. of the F. M. Martin Grain & Mfg. Co., died Aug. 17 of a heart attack.

Creston, Wash.—Fire destroyed the entire business section of Creston on July 17, and the property of the Milwaukee Grain Elvtr. Co. was included among the losses.

Edwall, Wash.—Following the purchase of the Edwall Grain Co.'s 60,000-bu. elvtr. and 150x40 ft. warehouse by Edw. J. Beck, as was recently reported in these columns of the Journal, the Edwall Warehouse Co. was organized. The plant will handle 250,000 bus. of grain in a season. (Have already 70,000 grain bags.)—Edward J. Beck, Mgr.

## WISCONSIN

Milwaukee, Wis.—Milwaukee road officials state that negotiations are pending at the present time having for their object the building of a work-house in connection with the tanks at Elevator "E."

Milwaukee, Wis.—The Kinnickinnic and Rialto Elvtrs. of the Donahue-Stratton Co. have been designated by the Chamber of Commerce as registered storage houses with capacities of 1,000,000 each for the year beginning Aug. 1.

Merrill, Wis.—Paul Gebert, Jr., has taken over the management of the Lincoln Mfg. & Elvtr. Co.

Milwaukee, Wis.—The rate on advances fixed by the Finance Committee of the Chamber of Commerce is 6% for the coming month.

Cato, Wis.—Kurt Huebner has purchased the elvtr., coal yard, lumber yard, cement yard and cheese box factory formerly operated by Thos. Heyden.

Milwaukee, Wis.—We have opened up an office at Cedar Rapids, Ia., with Mr. H. H. Flow in charge. Mr. Flow was formerly in charge of our Windom, Minn., office. Mr. E. W. Larson will succeed Mr. Flow at Windom. We have closed our Emmetsburg, Ia., office and opened an office at Estherville in charge of Mr. F. E. Albertson. We have also opened an office at Bryant, S. D., in charge of Mr. H. L. Stearns. Mr. J. L. Borden will again be in charge of our Granite Falls, Minn., office for the coming year.—Fraser-Smith Co., Ltd.

## WYOMING

Sheridan, Wyo.—We are installing equipment for handling beans at Sheridan.—The J. W. Denio Mfg. Co.

Gillette, Wyo.—At a meeting of the stockholders of the Campbell County Farmers Grain Ass'n the stockholders voted for the construction of an elvtr. at its present location. The plans discussed were to increase their capital stock to \$10,000. The elvtr. will be of concrete and steel with a storage capacity of 25,000 bus. Construction will be started at once.

Sheridan, Wyo.—The management of the Dutch Creek Mfg. Co. and Northwest Marketing Co. is in the hands of Robt. Goldberg and Thos. Kobielusz. The Dutch Creek Mfg. Co. was organized and just incorporated for \$25,000 to do a flour milling and grain elvtr. business and has just completed a 50 bbl. flour mill at Arno, Wyo., which has about 8,000 bus. storage room. This mill is located in the heart of one of the very choicest spring wheat sections of the country, all dry land marquis. The Northwest Marketing Co. is a co-partnership doing business at Sheridan, Arno, Uim, Ranchester and Upton. A 15,000-bu. steel clad elvtr. at the latter point has just been purchased. This latter company also has small elvtrs. at Uim and Sheridan; the company having operated in this territory for the past four years.—Robt. Goldberg.

The history of the grain business of any station will prove conclusively that overbidding the market has caused more distrust among the producers than underbidding.

Postage on a Government postal card is only one cent and the stamp is printed on it, yet many country postmasters require grain dealers to apply an extra stamp. Each day's mail brings us postals bearing double the needed postage.

## PROFIT is assured by using correct Grain Grading Equipment



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## Supply Trade

Advertising makes many a sale the advertiser never hears about.

Building permits issued in July according to Bradstreets in 168 cities show a gain of 48.4 per cent over July, 1924. Contracts awarded in July broke all records for July.

Decatur, Ill.—In all probability there will be a number of corn cribs and additional storage facilities built soon. There will also be considerable painting and re-roofing done as well as the installation of new machinery. Decatur Const. Co.

Akron, O.—The B. F. Goodrich Rubber Co. has purchased the patents manufacturing and sales rights of Rubber Ace Puncture Proof Pneumatic Inner Tube, and will manufacture and market this as a Goodrich product in the future.

Building materials in July, 1925, were 1% lower than in June, and 4% lower than in May, according to statistics of the U. S. Department of Labor. As compared with pre-war levels, prices on building materials were 70% higher in July, 71% in June and 74% in May.

Chambersburg, Pa.—To give practical understanding of just how the Wolf-Dawson Wheat Washer improves smutty wheat, the Wolf Co. is sending out a card containing a sample of smutty wheat as well as a sample of the same wheat after it had gone through the Wheat Washer. Grain elevator operators in many sections find it necessary to buy smutty wheat, and usually it is sold as smutty wheat, however, by installing a Wolf-Dawson Wheat Washer the smut can be removed and the wheat sold at a premium. The Wolf Co. will send one of these sample cards to any Journal reader who requests it.

## Patent Office Inefficiency.

New York, N. Y.—The recent decision by the U. S. District Court in the suit by the Remington Cash Register Co. against the National Cash Register Co. calls attention to the inefficiency of the Patent Office.

The application for the patent in question was made by Wm. S. Gubelman in 1900, and it was not granted until Sept. 12, 1922. In the meantime, not having been granted a patent, Gubelman could not protect himself against infringement by the National Co.

It was not until 1905 after a knowledge and inspection of Gubelman's claims that the attorneys of defendant began to file applications putting in claims to cover the earlier invention. The court said:

"It is indeed difficult to understand how the Patent Office permitted these patents to issue with such claims. However that may be, claims secured in such a manner cannot now be urged with good grace or conscience to defeat the prior rights of the applicant. Claims thus secured do not constitute intervening rights, but rather intervening wrongs. The whole situation presents a clear example of the abuses which are possible under the name of Patent Office procedure, and shows how easily advantage may be taken of a meritorious but impetuous inventor when opposed by learned counsel. To permit an estoppel to be raised in the name of equity for the benefit of the holders of patents so obtained would be a travesty on justice."

Gray Silver, agitator, promoter and counsellor to farmers who should know better, is out with a statement predicting "larger European imports of wheat owing to depletion of reserves." He overlooks the larger production of both wheat and rye in most of the European countries.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

**A. T. & S. F.** supplement 7 to 7481-J, to I. C. 9952 and to P. S. C. Mo. 408 increases the rates on bran (cottonseed hull), and hulls (ground cottonseed) on shipments from Kansas City, Mo.-Kan., only, to stations in Louisiana, effective Sept. 15.

**C. R. I. & P.** supplement 4 to 10389-I and to I. C. C. No. C-11361, postpones the effective date of supplement No. 3 from Aug. 10 until Nov. 29. The rate changes hereby suspended are mentioned on page 125 of the July 25 number of the Journal.

**Ill. Cent.** supplement 20 to 601-J and to I. C. C. A-10025, cancels supplements Nos. 19, and postpones the effective date of rates (on page 7 of supplement 13 to tariff No. 601-J, I. C. C. No. A-10025), on all provisions applicable on "Flax Seed" until Feb. 7, 1926.

**C. R. I. & P.** supplement 23 to 22000-H, supplement 22 to I. C. C. No. C-11168, cancels supplements Nos. 20. Rates on flax seed shown on page 2 of supplement 16 to 22000-H, and to I. C. C. No. C-11168, will not become effective Aug. 7, but are hereby further suspended until Feb. 7, 1926.

**C. R. I. & P.** supplement 21 to 31408-C, I. C. C. No. C-11066, cancels supplements Nos. 20, respectively, effective Sept. 15. The canceled tariff is summarized in the last number of the Journal. This tariff contains rates that are higher for shorter distances than for longer distances over the same route.

**C. R. I. & P.** supplement 4 to 19690-K and to I. C. C. No. C-11339, effective Sept. 15, contains grain, grain products, seeds and broom corn rates from stations in Colo., Kan., Mo., Neb., N. M., Okla., also Council Bluffs, Ia., to Little Rock, Ark., and stations in Ark., La. and Mo., that are higher for shorter distances than for longer distances over the same route.

**C. & E. I.** supplements Nos. 10 to No. 60, to I. C. C. No. 144, to I. R. C. No. 59, and to Ill. C. C. No. 113, cancels supplements Nos. 9, respectively, advances the rate and provides rules governing milling and malting in transit privileges on corn, ground corn feed (not the product of starch or glucose factories) at stations on the C. & E. I., effective Sept. 15.

**E. B. Boyd, agt. (Chicago), F. A. Leland, agt. (St. Louis)**, in circular No. 19 of Western Trunk Lines Southwestern Lines' Circular No. 5 (E. B. Boyd's I. C. C. A-1580 and F. A. Leland's I. C. C. 1751) lists rules and regulations governing the application of proportional rates in tariffs making reference hereto, on grain, hay, seeds, and their products, and articles taking the same rates, accorded transit service; effective Sept. 20.

**In I. & S. No. 2469** the I. C. C. suspended the effective date of rates in Rock Island supplements Nos. 19 and 21 to 22000-H, I. C. C. No. C-11168, until Nov. 29, whereupon the Rock Island issued supplement 24 to 22000-H (supplement 23 to I. C. C. No. C-11168); supplement 6 to I. C. C. 11413 is concurrently ordered suspended. The first two mentioned tariffs were summarized in the last two numbers of the Journal, respectively.

**C. W. Galligan, agt., Chicago Switching Com'ite**, tariff No. 20-O cancels tariff No. 20-N, I. C. C. 56 cancels 66, Ill. C. C. 19 cancels No. 59, Ind. R. C. 6 cancels J-49, and C. R. C. 3 Cancels, 49 (all L. A. Lowrey Series, respectively), naming local and joint terminal charges, rules and regulations from or to points within the Chicago district, also rules governing intermediate service on freight traffic passing thru the said Chicago district, effective Sept. 10.

**Ill. Cent.** supplement 21 to 601-J and to I. C. C. A-10025 (cancels supplements Nos. 17), to freight tariff of local, joint and proportional rates applying in grain, grain products, feed, hay, meal, seeds, straw, flax fibre, moss and other articles shown herein, between stations in Ia., Minn., Neb. and S. Dak., on Ill. Cent.; C. R. & I. C.; C. C. W.; Ft. D., D. M. & S.; G. N.; W., C. F. & N. railways, and Chicago, Milwaukee, Minneapolis, Omaha, Peoria, St. Louis, Ohio River Crossings, and other stations

in Ill., Ind., Ia., Kan., Ky., Minn., Mo., O., S. Dak. and Wis.; effective Sept. 12. Rates on flax, wheat, corn, etc., are reduced to or from Ackley, Leeds and Sioux City, Ia., to or from stations in Groups Nos. 1, 2, 3, 6 and 7. Rates on wheat, barley, corn, oats and rye from Sioux City, Ia., to Brookport and Cairo, Ill., and to Paducah, Ky., are advanced.

**C. & E. I.** supplement Nos. 9 to No. 610, I. C. C. No. 121, and C. R. C. No. 12, cancels supplements Nos. 8, respectively, and applies the same rate to Lore City, Ohio, as to Bellaire, O. (which is a reduction). Rates on grain products from Evansville and Mt. Vernon, Ind. (applicable only on shipments originating beyond, or on grain products milled at either place from grain originating beyond) to points in Pa., W. Va., Ohio, and N. Y., are given therein; all effective Sept. 1.

**A. T. & S. F.** supplement 3 to tariff 5588-N and to I. C. C. 10056, increases the rates on bran, cake of specified kinds, cottonseed hulls and hull flakes and shavings, and meals, thru the non-application of linseed meal rates between points in Oklahoma or Joplin, Mo., and points in Ill., Ia., Kan., Minn., Mo., Neb., Okla. or Wis. Rates in S. W. Lines' tariff No. 135, Agent F. A. Leland's I. C. C. No. 1758 (Santa Fe No. 13883) will apply, except on cottonseed hull shavings when class rates will apply. Effective Sept. 15.

**C. R. I. & P.** supplement No. 22 to 22000-H and to Ill. C. C. 399, suspends supplements Nos. 18, respectively, until Nov. 21, 1925, and partially suspends supplement No. 16 to C. R. I. & P. tariff 22000-H. Further, all rates opposite Utica, Ill. (Index No. 3022) are canceled from supplement No. 21; supplement 21 to 22000-H, supplement 20 to Ill. C. C. 399 (title page) is corrected to read—supplement 20 to Ill. C. C. 399 cancels supplement 19, supplement 18 suspended, etc. (Applies on Illinois intrastate traffic only and affects the local, joint and proportional rates on grain, grain products and seeds).

**E. B. Boyd, agt.**, in supplements Nos. 13 to Circular 11-B of Western Trunk Lines, to I. C. C. A-619, to Minn. R. C. 26, to I. P. U. C. 28, and to P. S. C. Mo. 41, cancels supplements Nos. 12, respectively, advances the following rates thru changes in rules and regulations, effective Sept. 8 (advances indicated in bold type): (60-C) mixed feed or other mixtures or blended products containing more than 20% of ingredients other than such as are accorded transit privileges under the terms of Item 5 of this circular, will not be accorded transit privilege; (70-E) mixtures of blended products, of which 80% or more in weight is a commodity, or commodities accorded transit privilege (see Item 5 of this circular) at the point of shipment of the blended product may be forwarded against representative transit credits in the following manner—the non-transit portion will be way-billed at the local carload (flat, not proportional) rate applicable on blended product from the transit station, etc.

**A. T. & S. F.** supplement 4 to 5588-N, to I. C. C. 10056, and to P. S. C. Mo. 418, cancels supplements Nos. 1 and Nos. 2, respectively, effective Sept. 16. Reductions in rates listed are: on screenings (conditioned herein); on mixed carload shipments of grain, grain products, alfalfa feed and meal, linseed meal, and articles taking the same rates, and seeds, from points in Kan., Colo., Mo., also Superior, Neb., destined to points in Oklahoma; on wheat, wheat flour, corn and linseed meal, between Kansas City, Mo.-Kan., St. Joseph, Mo., Leavenworth and Atchison, Kan., Omaha and Lincoln, Neb., and stations in Kansas, and on proportional rates to stations in Oklahoma via the F. S. & W., M. V., O. U., etc.; on proportional rates via the E. J. & E. when to Dering, Ill.; on proportional rates on wheat, corn, rye, oats and barley, from Omaha, South Omaha and Nebraska City, Neb. and Council Bluffs, Ia., to Forney, Kan.; on proportional rates on wheat, wheat flour, corn, linseed meal, etc., from Kansas City, Kan.-Mo., St. Joseph, Mo., Atchison and Leavenworth, Kan. (on shipments originating at points beyond), to Duluth and Superior via Minneapolis or Minnesota Transfer, etc.; on grain products, etc., between (both east and west bound) Kansas City, Mo.-Kan., St. Louis and St. Joseph, Mo., Leavenworth and Atchison, Kan., Omaha and Lincoln, Neb., Peoria and Chicago, Ill., points taking same rates and points in same groups, to Forney, Kan.; on alfalfa meal to Omaha, South Omaha, Lincoln and Nebraska City, Neb., and

Council Bluffs, Ia., from Forney, Kan.; on shipments routed over the Rock Island via St. Joseph, Mo.; and on shipments over the C. & E. I., an added participating carrier. An advance on wheat, wheat flour, corn, linseed meal, etc., from Kansas City, Mo.-Kan., St. Joseph, Mo., Leavenworth and Atchison, Kan., to the same points (on shipments originating at points not covered by thru rates) over the Santa Fe thru Holliday, Kan., and the line north of Wilder, Kan., only, is announced.

**Ill. Cent.** supplement 49 to 1537-G, supplement 42 to I. C. C. A-9865, and supplement 48 to Ill. C. C. A-748, cancels supplements Nos. 46, 41 and 45, respectively, lists local, joint and proportional rates applying on grain, grain products, cotton seed products, seeds, and articles taking the same rates, in Illinois intrastate traffic from stations on the B. & O. and the Big Four to stations on the Ill. Cent., when routed via Madison, Ill., on the Alton & Eastern (formerly part of the Chicago, Peoria & St. Louis), and either Springfield or Havana on the C. P. & St. L. (routing is that ordinarily and customarily to be used; if from any cause shipments are routed by carriers via other junction points but over the lines of carriers parties to this tariff, rates apply). Interstate rates between station in Illinois over the A. & E., C. P. & St. L., L. & N., Ill. Cent., B. & O., Big Four, and C. I. & W., are given, C. B. & Q. interstate rates on shipments originating on the Wabash, Chester & Western, etc., and between many other stations in Illinois when destined to other territory, etc., are also listed. Rates from or to points in the St. Louis District of the St. Louis Division of the Ill. Cent. to or from East St. Louis or St. Louis and to Brookport, Cairo, Metropolis, Mounds, Mound City, Ill., Paducah, Ky., and Cincinnati, O., are given. The list of articles taking the same rates as grain, etc., is herein amended. Effective Sept. 12.

**Philadelphia, Pa.**—The new postal law was forcefully opposed at a Joint Congressional Commission on Postal Rates hearing July 28—Aug. 1 by local seedsmen who maintained lower rates would noticeably increase the volume, thus increasing revenues.

## OAT BLEACHERS

Now is the time to figure on your Oat Bleacher requirements for the coming season. We specialize in Oat Bleachers and can give you prompt service.

**THE ELLIS DRIER COMPANY**  
1223 So. Talman Avenue  
CHICAGO



## Feedstuffs

**Greene, Ia.**—A feed mill is being erected for E. L. Bruce at this station.

**Emery, Ark.**—L. E. Ring is installing new equipment in his feed mill here.

**Randolph, Kan.**—The Holmstrom Feed & Seed Co. is just incorporated, capital stock, \$40,000.

**Lubbock, Tex.**—The completion date for the \$20,000 mixed feed plant of the Economy Mills Co. is set for Sept. 1.

**Dunn Center, Mo.**—A feed mill (in connection with a flour mill) is now in operation for H. H. Warden.

**White Plains, N. Y.**—R. L., F. S. and W. G. Coles have incorporated the Coles Bros. Feed Co., Inc., for \$50,000.

**Melbourne, Ark.**—Battles & Goforth now own and operate the feed mill formerly belonging to A. B. Honcock & Sons.

**Powers Lake, N. D.**—Fire damaged the Powers Lake Feed Mill to the extent of about \$10,000, protected with only \$3,000 insurance.

**Kansas City, Mo.**—F. E. Ransom Coal & Grain Co.'s new \$70,000 reinforced concrete dairy and poultry feed mill is now in operation.

**North English, Ia.**—Overloading the storage space with grain resulted in a bulge and consequent burst at the Plank & Sons Feed Mill recently.

**Memphis, Tenn.**—The Memphis Grain & Seed Co. was recently set up by C. O. Becker, formerly connected with the Sessums Grain Co. He will handle a feed jobbing account.

**Chicago, Ill.**—Harry A. Olendorf, long connected with the Arcady Farms Mfg. Co., is now associated with the J. J. Badenoch Co. as sales representative in the Ohio region.

**Topeka, Kan.**—Permission to do business in this state is now the right enjoyed by the Corn Products Co. of New Jersey, with headquarters here. Kansas capital is stated as being \$10,000.

**Baton Rouge, La.**—Millers who have registered their feeds for sale in this state must re-register same on or before Sept. 1st. Harry D. Wilson, Commissioner, Dept. of Agriculture and Immigration, here, has the necessary registration blanks, copies of the feedstuffs law, etc.—Millers Nat'l Federation.

**Pine Bluff, Ark.**—Miller-McConnell Grain Co. of Kansas City recently sued Silbernagle Bros., feed dealers of this point, for \$14,000, the petition alleging the defendants defaulted in the execution of a \$24,000 contract for feeds to be delivered between Dec. 1924 and this March with carrying privileges to June first, but that they canceled the contract April first and refused to accept other shipments.

"Pineapple 'bran' as a feed for dairy cows" is described by L. A. Henke in (Hawaii Univ. Quart. Bul., 3 (1924), No. 1, pp. 207). In a feeding test at the University of Hawaii, lasting for six 2-week periods, using 6 cows divided into 2 lots nearly the same amounts of milk were produced when a grain mixture containing 31% dried pineapple was included as when an equal amount of corn replaced the pineapple bran. The other ingredients of the ration included wheat bran, coconut meal, linseed oil meal, beet pulp, and several roughages, over half of which consisted of alfalfa and cowpeas. The ration including pineapple bran produced milk more cheaply, but a study of the rate of decline of the milk flow with advancing lactation indicated that such decline was greater when this material was fed than with the other more usual feeds.

**Omaha, Nebr.**—The former president of the defunct Omaha Alfalfa Mfg. Co., John F. Hughes, is being sued by Larry Anderson for misrepresenting the stock of the concern, which caused the latter to drop some \$15,000.

**Oklahoma City, Okla.**—The feed mill plant formerly belonging to F. I. Crowe, but recently purchased by the Big Four Ice Co., is being improved thruout. J. E. Strader, formerly with the Belt Mill & Grain Co., is in charge. Mr. Crowe is having a new mixed feed mill built.

### Feed Officials Adopt Standards.

Tentative standards for horse, cow, dairy and mule feeds, laying mashers, etc. (purposely designated as tentative to facilitate desirable changes), were approved by the South Central States Ass'n of Food, Feed & Drug Officials, in session at Nashville recently. They should have changed the name of their Ass'n to the New Autocracy.

Feeds not complying with these standards cannot be registered in the states embraced by the membership.

Inability to register a feed, or brand thereof, prohibits sale of such within the territory unwilling to recognize its potency as measuring up to the required standards. Considering the high level of these new standards many feeds will have to hie to some other market.

Minimum proportions of crude protein and crude fat, and the maximum allowance of crude fiber, for horse and mule feeds (in order mentioned) are: 9%, 2% and 15%; in cow and dairy feeds: 15%, 3% and 15%; in hog feeds: 14%, 3.5% and 7%; in laying mashers: 18%, 3.5% and 7%.

### Send Orders by Carrier Pigeons.

The California division of the Sperry Flour Co. has been very successful in using carrier pigeons for message delivery. The birds have been found during three years' experience, to be most effective both in getting orders in directly and also as an advertising medium.

The use of the carrier pigeons now is being extended to the Spokane, Wash., offices of the company's poultry and dairy service bureau, and altho their training at this point has been carried on for only three months good results are being obtained. The pigeons were bred in California and shipped to Spokane, so that it takes a little more time to train them in their new quarters.

A great deal of care and attention must be given the pigeons in order to get the best results out of them. For instance, they must be coaxed in the loft with the most palatable feed. The feed must contain what they like and what is good for them at all times. For long distance flights the pigeons must be in excellent condition as maintained by proper feeding.

A good homing pigeon will fly around 60 miles an hour and can cover nearly 500 miles in a flight.

So far all the messages sent in from short distances, 20 miles or less have reached the Spokane office, where Elmer E. Brown of the company says that very few losses have occurred in this unique way of sending orders. The method of using them is to have the salesmen take a pigeon or two with them when they leave Spokane and release them with an order at the dealer's store, bake shop or warehouse.

Holding wheat for a rise is the right of the owner whether he be farmer, dealer or miller.

### New Feed Trade Marks.

**American Agricultural Chemical Co.**, New York, N. Y., filed trademark Ser. No. 215,393, descriptive of poultry feed. The mark is a crowing hen with the words "Something to Crow About" in the foreground.

### Adulterations and Misbranding.

**Eastern Cotton Oil Co.**, Edenton, N. C., according to the federal government, shipped quantities of cotton seed meal into Pennsylvania, Delaware and Maryland which fell short of both protein and ammonia and exceeded the labeled guaranteed analysis of fiber. On Apr. 13, 1925, the court imposed a fine of \$220.

**Hobart Cotton Oil Mill**, Hobart, Okla., misbranded 185 sacks of cotton seed cake and 230 sacks of cotton seed meal shipped into Colorado, according to the federal government in ordering the products released on payment of costs and the execution of a \$1,000 bond on Apr. 6, 1925. The protein content fell short.

**Chickasha Cotton Oil Mills**, Chickasha, Okla., had 550 sacks of cottonseed cake shipped into Kansas adjudged misbranded by the federal government on Mar. 2, when costs and the execution of a \$500 bond (conditioned in part that the article be relabeled to show its true contents) was ordered. The product did not come up to the labeled protein content.

**Purcell Cotton Oil Co.**, Purcell, Okla., on complaint of the U. S. attorney for the Eastern District of Oklahoma, Jan. 21 pleaded guilty to the charge of misbranding a quantity of cottonseed meal shipped into Kansas labeled in part, "Little Bull Brand Cotton Seed Meal & Cake \* \* \* Guaranteed Analysis Protein 43%." Analysis showed only 37.5%. A fine of \$100 was imposed.

**Kansas Flour Mills Co.**, Kansas City, Mo., substituted brown shorts in a shipment of 400 sacks of gray shorts to Little Rock, Ark., and were consequently charged with adulteration and misbranding by the federal government in imposing a fine of costs and a \$100 bond, Apr. 21, 1925, conditioned in part that the article be relabeled "Wheat Brown Shorts and Ground Screenings."

**Black & White Mfg. Co.**, East St. Louis, Ill., was charged with adulterating and misbranding 100 bags of horse and mule feed shipped into Indiana, by the federal government Aug. 1, 1924. A \$1,000 bond was executed by the defendant, in addition to the costs of the proceedings. The product was deficient in protein, excessive in crude fibre and contained an oat by-product.

**Buckeye Cotton Oil Co.** transported 197 sacks of cottonseed meal from Greenwood, Miss., to Bel Air, Md., alleged misbranded by the federal government Jan. 30, 1925, for the reason that the statement "Guaranteed Analysis Protein 41% Minimum, Ammonia 8% Minimum, Nitrogen 6.5% Minimum" was false and misleading, etc. The Buckeye Cotton Oil Co., Inc., Cincinnati, O., appeared as claimants Mar. 11, paid proceedings costs and executed a \$500 bond.

**Atlantic Mfg. Co.**, Augusta, Ga., shipped 50 sacks of horse and mule feed into North Carolina, adjudged misbranded by the federal government because the protein content fell 2½% short, the fat content ¼% short, and the fiber content was 2½% excessive. On Mar. 25, 1925, the product was released upon payment of costs and the execution of a \$200 bond, conditioned in part that it be relabeled, and that the word "oats" be stricken from the statement of ingredients and the words "peanut hulls" added thereto.

**Eastern Cotton Oil Co.** shipped from Edenton, N. C., to Lawn, Pa., 400 sacks of cottonseed meal, there seized and condemned by, and forfeited to, the federal government Feb. 16, 1925. Misbranding was alleged for the reason that the statements "Guaranteed Protein not less than 41%, Equivalent to Ammonia 8%" were false and misleading, etc. Similar deficient protein and excessive fibre charges against a quantity of cottonseed meal shipped into Maryland were entered Feb. 20, 1925. The article also was found to be cottonseed feed.

**Corno Mills Co.**, East St. Louis, Ill., had a libel filed July 21, 1924 by the U. S. attorney for the District of Maryland against 500 sacks of hominy feed shipped into Maryland. A wheat and oat by-product had been substituted wholly or in part for the said article, marked "Hominy Feed Guaranteed Analysis: Protein 10%, Fat 7%." Adulteration and misbranding were charged, less protein and less fat than declared on label being found. Judgment of condemnation was entered and the product was released to claimant upon payment of costs of proceedings and execution of bond in sum of \$1,675, conditioned in part that it be relabeled to show content of wheat and oat by-product.



**Buckeye Cotton Oil Co.,** Macon, Ga., was alleged to have shipped various consignments of misbranded cottonseed meal into Florida, Virginia, Massachusetts and North Carolina (between Nov., 1921, and Feb., 1922) by the U. S. attorney for the Southern District of Georgia on Sept. 17, 1923. The article was found deficient in labeled content of protein, nitrogen and ammonia and excessive in fiber. The court imposed a fine of \$100.

**Quannah Cotton Oil Co.,** Quannah, Tex., was alleged by the federal government to have shipped 125 sacks of cotton seed meal and 255 sacks of cotton seed cake into Colorado that was misbranded, the articles not containing the labeled guaranteed analysis of protein and did contain more fiber. On Mar. 25, 1925, the products were released upon payment of costs and the execution of a \$1,200 bond, conditioned in part that the article be relabeled.

**Thistlewood & Co.,** Cairo, Ill., had 250 sacks of bleached oats (which were adjudged adulterated and misbranded) destroyed by the U. S. Marshall at Jackson, Tenn., on Apr. 28, 1925. Adulteration was alleged because wild oats, rye, traces of corn and barley, shriveled and unthreshed wheat, weed seeds and stems were mixed with the article. Misbranding was claimed for the reason that the article was offered for sale under the distinctive name of another article, etc.

**Ashcraft-Wilkinson Co.,** Wilson, N. C., adulterated and misbranded 320 sacks of cottonseed meal shipped into New York, according to the allegations of the federal government on May 6, 1925, in ordering payment of costs and the execution of a \$1,000 bond (conditioned in part that the article not be sold or shipped until rebranded "Cotton Seed Feed," etc.) The product was offered for sale under the distinctive name of another article, fell 3% short in guaranteed protein content, contained 16.5% fiber, and was made from Upland cotton, etc.

**Independent Cotton Oil Mills,** Lawton, Okla., transported into Kansas 150 sacks of cottonseed cake, alleged misbranded by the federal government in imposing a fine of costs and the execution of a \$500 bond, conditioned in part that the article be relabeled to show its true contents. Misbranding was alleged because the article was food in package form and the quantity of the contents was not plainly and conspicuously marked on the outside of the package, and further, the protein content fell short of the labeled guaranteed analysis, etc. (Decided Mar. 4.)

**Lancaster Cotton Oil Co.,** Lancaster, S. C., was alleged to have misbranded a quantity of cottonseed meal shipped into Massachusetts by the federal government on Mar. 11, 1925, when the defendants entered a plea of nolo contendere and the court imposed a \$100 fine. The product was lacking in both ammonia and protein content, and an excess of nitrogen was present.

**New South Oil Co.,** Helena, Ark., on Mar. 10, 1925, was fined \$25 and costs by the federal government for misbranding a quantity of cottonseed meal shipped into Tennessee. The protein content was 2% light.

**Charles D. Fretwell and Ben D. Russell,** co-partners, trading as the Spartan Grain & Mill Co., Spartanburg, S. C., shipped quantities of feed into the state of North Carolina which was adulterated and misbranded, according to the federal government in imposing a fine of \$100 on plea of nolo contendere on Mar. 10, 1925. Sample A (a stock feed) contained ground oat hulls, wheat and barley, which were not declared on the label, and did not contain oat meal, alfalfa meal, and mill by-products (oat middlings, oat shorts, and oat hulls), which were declared, and the average net weight of 10 sacks was 98.41 lbs. Sample B (a horse feed) contained 8.62% of protein and oat hulls and mill screenings, which were not declared on the label, and did not contain oats, oat meal, alfalfa meal and mill by-products (oat middlings, oat shorts and oat hulls), and the average net weight of 20 sacks was 99.19 lbs. Sample C (a dairy feed) contained 22.09% protein, and the average net weight of 10 sacks was 99.53 lbs. (The articles were deficient in protein and contained undeclared ingredients.) Misbranding was further alleged for the reason that the article was food in package form and the weight was not plainly and conspicuously marked on the outside of the package, since the packages contained less than the quantity stated.

## A Feed Dealer's Demonstration Flock.

A great many customers for his line of prepared poultry feed have been secured in recent months by Wilbur D. Piper, of Boulder, Colo., through a "demonstration flock" at his place of business.

This year, Piper set out to demonstrate to Boulder farmers and other poultry keepers that the advertised feeds he handles would do all the manufacturer and he, the dealer, claimed for them. Piper's place of business is removed from the main business district and there was room for his purpose.

The warehouse in which he stored his grain was on high posts, and by stretching wire between the posts, and placing within roosts, he had a very passable layout for poultry, even though it was not of the college-approved expensive variety. The very make-shift character of the premises won confidence of poultry people in general, inasmuch as, in Colorado, it is only an exceptional poultry keeper who has ideal premises. Piper, in other words, was keeping poultry under conditions no more favorable for good results than those available for the average poultry keeper.

He hatched out about one hundred and fifty Buff Orpington chicks early in the spring. Using various prepared feeds just as the manufacturer directed, Piper carried his flock of young chicks along with astonishing results. For a period of weeks, his flock was one hundred per cent of those hatched. Then he lost two through accident. Some weeks later, a number of the chickens disappeared—perhaps a victim of the poultry thief, a poultry problem feeds are not claimed to combat—but the percentage at three months and a half was still way above average.

And the size of the chickens was a continuous source of wonderment to farmers and others, a great many of whom passed the premises. As the chickens, allowed to roam about the yard, were plainly visible from the street, they were constantly attracting attention. At three months and a half, Piper had chickens actually weighing four pounds.

It is one thing to sell a poultry keeper prepared feed, and quite another thing for poultry keeper to get the results which the manufacturer promises can be secured—this wholly apart from the merits of the feed. To feed chickens in the way recommended by the manufacturer costs what seems to the uneducated poultry keeper considerable money. What too often happens is that the poultry keeper reduces the quantities he feeds, or stops use before the time indicated in the book of instructions.

Then when results are not up to manufacturer's claims, he puts in a kick with his dealer.

Piper simply shows what the same feed has done for his own flock. He shows farther how it has paid him to feed the preparation on the scale and in the manner advised by the manufacturers—how he has made money on his poultry by so doing. In other words, besides encouraging new people to adopt the special feeding method, the demonstration flock has shown people who did not use the feeds in the recommended quantities, what they missed by not doing so. Naturally, there is an excellent chance that these people will begin again with new faith in the product, determined to feed in big quantities and for the period advised.

Not all feed dealers are so situated that they can have a demonstration flock on their business premises—alho there is really a considerable number who can. A great many dealers, though, can have a demonstration flock on their home premises. Certainly such a flock handled with noteworthy results, is the very best advertisement a dealer could ask for of the merits of the feed he sells.

**T. E. Price** of St. Louis has found one stalk of corn in the Mississippi river bottom lands with six well formed ears and now he is a bear on corn.

## How Grain Marketing Company Was Conceived.

Emanuel Rosenbaum, who swung his own and the other big elevator companies into line for the organization of the Grain Marketing Co., since the dissolution of the co-operative concern has thrown light on how the big merger was inspired.

Mr. Rosenbaum says the movement for a co-operative grain corporation immediately followed a conference he had with Attorney Frank P. Walsh, after the return of Mr. Walsh from Soviet Russia where he had studied co-operative marketing for the Amalgamated Clothing Workers.

Mr. Rosenbaum is on friendly terms with Gray Silver and the other officers of the Grain Marketing Co., and ascribes the failure of the company to retain the properties at the expiration of the option solely to the fact that the farmers did not buy the stock.

## HESS PNEUMATIC GRAIN DRIERS

*Used everywhere—*  
**NONE BETTER**

For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

**HESS WARMING &  
VENTILATING CO.**  
1207 So. Western Ave.

**CHICAGO**



## Supreme Court Decisions

**Damages for Breach of Contract.**—In action by milling company against bank for breach of contract to make loan, loss of net profits, expected from resale of wheat, and contemplated by party when contract was made, held element of damages, not too remote or contingent.—*National Bank of Cleburne et al. v. M. M. Pittman Roller Mill, Commission of Appeals of Texas.* 265 S. W. 1024.

**Breach of Contract.**—Where executory contract is countermanded by buyer, seller cannot go on with performance, so as to place himself in position to deliver, and after tender sue for price, but is limited to his action for damages for breach of contract, though buyer cannot countermand order after goods to be manufactured for him have been produced and appropriated to contract by seller.—*G. H. Deaton & Co. v. Tarkio Molasses Feed Co.—Kansas City Court of Appeals, Missouri.* 272 S. W. 1018.

**Measure of Damages for Damage to Shipment.**—At common law, measure of damages to shipment of grain rejected by buyer, because of damage in transit, and prepared for market at destination by shipper, is difference between market value in condition in which it should have arrived at destination, and its market value after preparation for market, with reasonable and necessary expenses of caring for and preparing it.—*Panhandle & S. F. R. Co. v. Shell et al.—Court of Civil Appeals of Texas.* 265 S. W. 758.

**Landlord's Lien.**—Where the rent of land is payable in a share of the crop, the landlord has an interest in and a lien on the crop from the time it is planted, and when the crop matures his interest ripens into full ownership, which entitles him to reclaim the property wherever he can find it, or to recover its value from any one who has converted it by any appropriate judicial proceeding.—*Wiehl v. Winslow et al.—Supreme Court of Kansas.* 233 Pac. 802.

**License of Commission Merchant.**—A commission merchant's license is not a mere privilege revocable at any time without notice, nor may it be revoked arbitrarily as a matter of right, and without cause. Commission Merchants' Regulation Act, § 8 thereof, held void as permitting state director of agriculture to revoke merchant's license, without opportunity for licensee to be heard; the contention that the statute implies a requirement of notice, because without such implied requirement it would be unconstitutional, being untenable.—*Northern Cedar Co. v. French, State Director of Agriculture, et al.—Supreme Court of Washington.* 230 Pac. 837.

**Validity of Sale of Futures.**—A contract for the purchase or sale of a commodity of any kind to be delivered at a future day, the parties not intending that the commodity is to be actually delivered in kind and the price paid, is void, although the contract was made by the purchaser for the purpose of hedging against a loss he might sustain because of a decline in price of a like commodity which he had purchased and could not sell until a later date. Section 2303, Code of 1906 (Hemingway's Code, § 1913); chapter 118, Laws of 1908 (Hemingway's Code, § 1914 et seq.).—*Falk v. J. N. Alexander Mercantile Co.—Supreme Court of Mississippi.* 102 South. 844.

**Carrier Liable for Failure to Notify of Quarantine.**—Where carrier, having knowledge of quarantine on cotton from certain state, contracted to deliver shipment of such

cotton without informing shipper of quarantine, and it failed to effect delivery, shipper held entitled to recover freight charges to destination and from there to nearest accessible point at which he could regain possession. Under Carmack Amendment (U. S. Comp. St. §§ 8640a, 8604aa), shipper is entitled to damages resulting from payment of freight to destination and back to nearest accessible point for regaining possession, on failure of carrier to effect delivery.—*Texas & N. O. Co. v. H. & C. Newman, Inc. Court of Civil Appeals of Texas.* 273 S. W. 335.

### Attorney's Fees on Shortage Suit.

The Supreme Court of Kansas on May 9, 1925, held valid the Kansas statute making a railroad company liable for a reasonable attorney's fee in an action for loss or shortage of grain shipped.

H. J. Baalman brought an action against the Union Pacific Railroad Company to recover for the value of wheat lost in transit on the defendant's railroad from Campus to Wilson, Kan. The case was first tried before a justice of the peace where judgment was given for plaintiff and upon appeal to the district court plaintiff recovered a judgment for \$23.85 and the sum of \$50 was allowed for an attorney's fee and made a part of the judgment. The defendant appealed and contested only the allowance of an attorney's fee.

There are two statutes relating to the allowance of attorney's fees in cases of this character. The first was enacted in 1893 which provides that where judgment shall be rendered against a railway company for loss or shortage on grain shipped, the court shall render a judgment for a reasonable attorney's fee for the plaintiff's attorney:

"Provided, that such attorney's fee shall not be allowed unless written demand be made upon the agent of the station at which grain was shipped for payment of such loss or shortage thirty (30) days before the beginning of such suit." (Laws 1893, c. 100, § 10; R. S. 66—259.)

In 1911 another law was enacted making common carriers liable for property passing over its line or lines for any loss or damage which may result and that any common carrier paying the loss or damage shall be entitled to recover it from the common carrier on whose line the loss occurred. It provided:

"That any common carrier, railroad or transportation company subject to the provisions of this act which shall fail, neglect or refuse to pay any liability hereby imposed for sixty days after demand therefor shall be liable to the owner of such property so lost, damaged or injured for a reasonable attorney's fee to be fixed by the court and recovered as a part of the judgment in any action brought under this act." (Laws 1911, c. 240, § 2; R. S. 66—305.)

**The Court Said:** It is unnecessary to determine to what extent the later act is a substitute for the earlier one. Both provide for a demand for the loss, one to be made within 30 days and the other within 60 days. The demand herein was made in good time under either provision and the plaintiff was entitled to an allowance, if an attorney's fee may be allowed.

It has been determined that reasonable attorney's fees are allowable in cases of this character. In *Railway Co. v. Simonson*, 64 Kan. 802, 68 P. 653, 57 L. R. A. 765, 91 Am. St. Rep. 248, a recovery was sought for a shortage of hay that had been shipped over the line of defendant's railroad, and an attorney's fee was allowed. While there was a reversal of the judgment for the rejection of certain evidence, it was held by the court that the provision for the

attorney's fee was a valid exercise of the police power and was not repugnant to the federal Constitution. See, also, *Railroad Co. v. Matthews*, 58 Kan. 447, 49 P. 602, affirmed by the Supreme Court of the United States in 174 U. S. 96, 19 S. Ct. 609, 43 L. Ed. 909; *Assurance Co. v. Bradford*, 60 Kan. 82, 55 P. 335; *Dannenberg v. Railway Co.*, 96 Kan. 708, 153 P. 504—235 Pac. Rep. 1062.

### Discrimination in Grain Buying.

The new South Dakota law requiring buyers operating at more than one station to pay the same price, freight to market considered, contains special provisions enabling a dealer to raise his price to meet local competition without being compelled to raise his price everywhere.

It is doubtful whether conviction could be had under this law, unless it was proved, which is impossible in most cases, that the price was moved out of line to injure a competitor. It is not within the province of states to regulate the prices paid by buyers who do not enjoy a monopoly. The law reads as follows:

Chapter 260, South Dakota Laws 1925, provide:

**Sec. 1.** Any person engaged in the purchase of grain or flaxseed, at more than one place in this State, who shall discriminate by paying a different price at one place than such person is at the same time paying for the same kind of grain or flaxseed at another place, after taking into consideration the difference, if any, in the grade and quality of such grain or flaxseed and in the cost of transportation, shall be guilty of discrimination.

Provided, however, that any such person may raise the price paid for any kind, grade, and quality of grain or flaxseed in any given place to, but not above, the price being paid for the same kind, grade, and quality of grain or flaxseed by another buyer at the same place.

Provided further, that when one or more such persons are the only persons engaged in the purchase of grain or flaxseed at a given place in this State, such persons may raise prices at that place to, but not above the prices being paid for the same kind, grade and quality by a buyer at another place in that immediate section, when necessary to meet actual legitimate competition.

**Sec. 2.** Every public warehouseman or miller within this State, shall during each day keep posted, in a conspicuous place plainly accessible to view from the dump, pit, or place, where such grain so purchased, is unloaded, one slate or card which shall plainly show all prices offered that day by such warehouseman or miller, for each kind, grade, and quality of grain and flaxseed, and another slate or card plainly showing all prices paid for each kind, grade, and quality of grain or flaxseed purchased that day. Provided, that when any grain or flaxseed is purchased for delivery after the purchase agreement is made, the terms of such agreement shall be reduced to writing in duplicate, showing the date, place, kind, grade, and quality, number of bushels, price agreed upon, period allowed for delivery, and the signatures of the seller and buyer or their agents. One copy shall be retained by the seller and the other by the buyer as a permanent record in his office.

**Sec. 3.** If complaint shall be made to the Board of Railroad Commissioners that any person is guilty of discrimination as defined in this Act, said Board shall investigate such complaint within thirty days. After hearing upon such complaint the Board of Railroad Commissioners may revoke the license of such person to purchase grain or flaxseed in this State but such person shall have all the rights of rehearing and review as to such order of the Board, as is provided by Chapter 81 of the Session Laws passed at the Second Special Session of the Sixteenth Legislature of the State of South Dakota and laws amendatory thereof.

**Sec. 4.** Every person, as defined in this Act, and every agent, manager, and employee of any such person, who shall violate any of the provisions of this Act, shall be guilty of a misdemeanor and upon conviction thereof shall be fined not less than \$200, nor more than \$10,000 for such offense.

## Grain Claims Bureau, Inc.

Association Bldg., 19 So. La Salle St.  
CHICAGO, ILL.

### 22 Years' Freight Claim Experience

Charges never exceed 33 1/3% of amount collected. No charge whatever if nothing collected. No suits instituted without your knowledge.

Mark A. Carleton, with the U. S. Dept. of Agriculture from 1894 to 1918, and cerealist from 1900 to 1918, died recently in Peru, where he had gone some months previously in the service of the cotton growers' ass'n, located at Piura. While in the service of the dept., he served as explorer in Russia and Siberia, bringing back a number of durum wheats of much value. He was the author of "The Small Grains," published in 1916.



## Seeds

**Charlotte, N. C.**—The Pride Seed Co. is bankrupt, it is understood.

**Salina, Kan.**—Wm. Lundstrom and Lee Finley have established the Salina Seed Co.

**Ames, Ia.**—The Iowa Seed Dealers Ass'n will meet here Sept. 8 at the Sheldon Munn Hotel.

**Caldwell, Ida.**—The Lilly Seed Co. is erecting another new warehouse and grain loading plant.

**Boise, Ida.**—The capital stock of the Rupert Seed & Mfg. Co. was reduced to \$25,000, a 55% decrease.

**Salt Lake City, Utah**—The state is to set up a seed laboratory in compliance with provisions of the recently enacted pure seed law.

**Fort Fairfield, Me.**—To do a seed and land business, the Eastern Seed Co. incorporated for \$100,000; Wm. L. Wheeler, pres.

**Atlanta, Ga.**—The damage caused by the \$14,000 fire to the premises of the Cottingham Seed Co. is repaired and the business operation is resumed.

**Returns** from Oregon's \$2,500,000 seed wheat loan are being paid in at the rate of \$5,000 per day by farmers in the eastern part of the state. No interest defaults are reported.

**New York, N. Y.**—Frank D. McManus recently received the appointment of mgr. of this office for the Albert Dickinson Co. of Chicago. For almost a decade Mr. McManus has represented the I. L. Radwaner Seed Co.

**Sidell, Ill.**—An early maturing strain of corn is soon to be tried out in the Wichita (Kan.) territory. This particular breed was evolved by Harvey L. Sconce, corn breeder of this place, to withstand the hot winds and dry weather of western Kansas.

**Sherman, Tex.**—Creditors of the Pittman & Harrison Co. met Aug. 24 in the office of Chas. Batsell, referee in bankruptcy, to declare a dividend of 3% on claims and to confirm a sale to the Commercial Bank for \$50 of notes and accounts amounting to \$25,000.

**Red Bob**, a hard wheat brot from Canada and introduced somewhat in the northwestern states, is credited with producing uniformly tall fields with at least four-inch heads, an average of 35 bus. per acre, and a mature plant in a very short time, somewhat rust-resisting.

**Des Moines, Ia.**—Geo. L. Kurtzweil of this place is to fill the remainder of the term left by the departure of A. M. Eldridge from the seed business of Shenandoah, Ia., into the seed business of Wisconsin, as was announced in the last number of the Journal, in the Iowa Seed Dealers Ass'n.

**Toledo, O.**—Timothy disappointed its friends this week. They just can't reconcile themselves to the drop in prices. However the offerings of futures increased considerably and the market just could not absorb them. Some of the sales represented profit taking and others were hedges against seed at interior points. May put the market in a healthier position for the long pull, but at the moment there are too many anxious to get out, and many did get out. Understand outside markets offering seed cheaper than Toledo prices and this naturally is reflected in our futures.—J. F. Zahm & Co.

**Plant sudan grass** for hay and summer pasture because the cost of seeding is low, only 15 to 25 pounds per acre, and it is adapted to any soil and most climates. It stands more hot weather than any other crop. It can be planted very late and make a splendid catch

crop in 35 to 60 days. Makes a summer pasture in 30 days. It makes best growth in hot weather when other pastures fail. It will carry more livestock per acre than any other pasture crop known. It can be cut as often as four times per season. It yields a heavy, leafy, fine stemmed hay crop, that is easily and quickly cured and is easy to handle. It is relished by all livestock and has a high feed analysis. Because of its many advantages it is the most valuable hay and summer pasture crop.—Halbert Seed Co.

### Yields Increased by Seed Treatment.

"Notes on the stimulating influence of seed treatment upon the subsequent growth of the plants," by D. Silbert (New Jersey Rpt. 1923, pp. 259-262), covers experiments conducted with soy beans, Canada field peas, and buckwheat, using as stimulants compounds ordinarily used as seed disinfectants, viz., copper sulfate, sodium hypochlorite, mercuric chloride, and formalin, soaking each kind of seed for 15 minutes and later determining their respective dry weights.

The dry weight of soy beans increased in all treatments except those where certain concentrations of mercuric chloride was used. The increase in average yields from the seeds treated with formalin and those treated with sodium hypochlorate was not so pronounced as that from seeds treated with copper sulfate. The stimulation resulting from seed treatment was maintained thruout the entire growth period of the plants. Canada field peas in general did not show any increased yields resulting from the seed treatment. With buckwheat the dry weight of the tops was greatest from treated seeds, altho the difference in top yield was not particularly pronounced.

The yield of seed was consistently superior for treated seed.

### Sweet Clover.

Sweet clover, for many years a scorned weed, now finds a valuable place on the farm with other clovers. Here is a summary of what sweet clover can do for the farm, prepared by the University of Nebraska department of agriculture.

Good stands of sweet clover can sometimes be secured where red clover and alfalfa fail entirely or do poorly.

Sweet clover is best adapted for soil building and pasture purposes. It can be used for hay under conditions where red clover and alfalfa cannot be successfully grown.

Stock soon learns to like sweet clover and do well on it. It will make more feed per acre than the common permanent pastures.

Sweet clover is a rapid soil builder. It is an excellent crop to seed thin run-down land. Being a two-year plant or biennial, it works into rotation better than alfalfa.

There are three kinds of seed on the market, hulled, unhulled, and scarified. The last named is seed that has been run through the seed house machinery and scarified or scratched, making the hard shell more penetrable to moisture and able to germinate more certainly and quickly, a help given to the farmer by the seedsmen.

Each kind of seed gives good results, if sown at the right time of the year. The unhulled seed is for fall and winter sowing. The scarified is for spring sowing. The hulled and unhulled usually contain a percentage of "hard" seeds, which occur in many plants, slower of germination than the rest and said to be a device of nature for perpetuating species by retaining seed for germination if the early crop happens to be destroyed. The scarifying process makes this hard seed germinate with the rest of the crop.

Sweet clover is valuable as a honey plant, having a long blooming season and furnishing a high-grade, pleasantly flavored honey.

## Reduces Tolls Avoids Expensive Inaccuracies

Pope & Eckhardt Co., prominent Chicago Grain Commission Merchants, commend the Universal Grain Code. This company has used this Toll Saver continuously since its publication. Read the convictions of a user:

Chicago, Dec. 19, 1924.

Grain Dealers Journal,  
Chicago, Ill.

Gentlemen:

We have used the UNIVERSAL GRAIN CODE extensively since this book was made available to the Trade some years ago. We find it is a Code that can be used much more freely in expressing desired information on orders, purchases, sales, prices and other intimate matters involved in the Grain Trade; therefore, that it demonstrates without further explanation, a saving in cost which we consider a most important item. It is sure that with a much larger number of words, that can be used to give expression to what is desired to communicate with our country patrons that it offers occasionally a few more difficulties to prepare a message, but that is quickly overcome with increased familiarity with the book.

We have found that our customers also use this book extensively and find it convenient and profitable, even if for no other purpose than saving of telegraphic tolls.

We consider it a most useful and desirable book for use in the Grain Trade and the various interests related thereto.

Very truly yours,

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Follow the example of the Pope & Eckhardt Co. and its customers; stop the leaks in your business by using an accurate, toll saving, grain, feed and seeds code.

Printed on rice bond paper, 146 pages, substantially bound in flexible leather, size 7x4½ inches, weight 5 ozs. Price, f. o. b. Chicago, \$3.00. Book paper, board covers, \$1.50.

**Grain Dealers Journal**  
309 So. La Salle St. Chicago, Ill.



## All the Weevil in Grain Killed by Grinding.

Twenty bushels of durum wheat to which adult granary weevils had been added until the wheat contained two weevils to the ounce were kept for three weeks until well infested. Part of the wheat was then ground and made into semolina, which in turn was made into macaroni. No live weevil or eggs were found in the macaroni.

For another six weeks the part of the wheat remaining was infested with more weevil, until it contained all stages of the weevil: eggs, larvae, pupae, and adults ready to emerge. Ten wheat berries were selected, each of which contained eggs, and these were milled separately in the milling laboratory at the University of Minnesota.

The peck of wheat was milled first, and small samples of material were removed after each grinding to determine to what extent the various stages of the weevils survived. Later the 10 infested berries were run through the first break rolls only. In the large sample it was found that over 50 per cent of the adult weevils survived the first break. An examination of the material from the 10 berries showed that only two of the egg cavities could be located, and these were in the bran. In one case it could be seen that the inner part of the wheat berry had broken along the egg cavity and the egg could not be found.

No living stages of the weevils were found in the middlings from the first separation, although there were many broken parts of legs and other structures of the adult beetles. After the second break a few living weevils were found, but after the third break there were no survivors. Samples of material were kept and examined from time to time, but there was no evidence of living eggs.

These experiments were conducted by Royal N. Chapman, of the University of Minnesota Agricultural Experiment Station, one lot having been milled at the mill of the North Dakota Agricultural College at Fargo and the second lot in the milling laboratory of the Minnesota Agricultural College.

In a late number of the *Northwestern Miller* Professor Chapman says, "In order to determine whether larvae might develop in small granules in case eggs did pass through the mill or the adults did at times lay eggs in granules, particles of wheat were chipped out by hand in such a way that eggs were left in small granules. In these cases the larvae soon broke out of the granules when the inside of them had been consumed. These larvae died, due to the fact that they had no legs and were not fitted for life outside of a hard substance.

From the above it is shown that no stages of the weevil survived the process of milling semolina in these experiments, although the wheat was heavily infested. Furthermore, adult beetles could not be induced to lay eggs in the semolina. In addition it was found that the larvae could not develop in granules like those of semolina, even when experimentally placed in such a situation."

Even tho business is rotten it will not help win customers by broadcasting that information. People always prefer to trade with a successful institution.

## Canadian Grain Act Valid?

Alleging that the Saskatchewan Co-op. Wheat Producers, Ltd., is carrying on business as a primary dealer, and as such is required to take out a license by the Canada Grain Act, but has failed in doing so because of the counter-alleged inapplicability of the Act to the pool, promises to tax the wits of the instigators of the Act in proving its constitutionality.

The suit is between the pool and Leoni R. Zurovski; the action being brot for breach of contract by the latter.

## Peoria Distilling Revived.

When the Volstead law was enacted the distilleries of Peoria, Ill., were forced to close, as there was no outlet for the 62,000,000 gallons of spirits produced annually.

Now, however, the industry is coming back. Cheap coal, unlimited supply of pure water for manufacturing and its location in the corn belt gives Peoria first place in any distilling enterprise; and when it was discovered that a change in the ferment used in the mash would reduce to the minimum the production of the forbidden ethyl alcohol while producing a maximum of butyl alcohol and acetone, the old Woolner distillery was reopened and is now said to be grinding 8,000 bus. of corn daily.

All cereal or sugar fermentation with ordinary yeast always produces mostly ethyl alcohol, carbon dioxide gas, a little butyl alcohol, also known as fusel oil, which creates the headache in moonshine whisky, a little glycerine and some succinic acid.

Chaim Weizmann, a Hebrew scientist, guessed that the butyl was produced by a slightly different ferment, so he made a large number of separate fermentations and selected those having the strongest odor of butyl. He heated these to 100 degrees for a minute or two, and used them to inoculate a sterilized mash, and obtained a still stronger odor of butyl. Repeating his selection 100 times he obtained a culture that gives a big percentage of acetone as well as butyl alcohol. This ferment is known as *Granulobacter butylicum*, dubbed in Peoria the "B-Y" bug.

The record of cutting, threshing and milling wheat all in one day is claimed by a farmer-miller of Lynnvile, Tenn., namely Roy Hill.

## Books Received

**CANADA AS A PRODUCER AND EXPORTER OF WHEAT** is the subject of wheat study No. 8 by the Food Research Institute of Leland Stanford University. It treats exhaustively of soil and climate, farm practices, transportation, marketing and marketing organizations, pools, progress of settlement, costs of shipping and marketing, the ten different U. S. tariff duties on Canadian wheat imported into the United States since July 1, 1883, the future of Canadian wheat production and export. The conclusion is that "Canada's wheat crops and wheat exports will continue to fluctuate greatly from year to year. On the average both may be expected to increase over the next few years, but it is doubtful whether Canada's average exports will increase in the next ten years by more than 100 million bus. over the average of 1920-24." Published by Food Research Institute, Stanford University P. O., Calif.; price, \$2.

**CORN AND HOG CORRELATIONS** is a study of prices leading to formulas for the prediction of prices in the future of corn and hogs. All possible correlations among 42 variables have been calculated by the aid of card punching, sorting and tabulating machines for the years 1871 to 1915. The size of the crop was found to be 64% of the price making factor. "Satisfactory analysis requires that the consequences of each hypothetical relation of cause and effect be worked out with respect to every one of the 510 observed correlations. This may appear to be a hopeless task, the number of actions and reactions among the variables seeming almost infinite." The author, Sewall Wright, tried many systems of calculating the future price, but the one given was the only one to fit. A knowledge of algebra is necessary to apply the formulas, but one of his definite conclusions is that every fluctuation of 100,000,000 bus. in the estimated corn crop during the period from 1871 to 1913 meant an average fluctuation in the opposite direction of about 2.55 cents in the price of corn per bushel. Department Bulletin No. 1300, 60 pages, U. S. Dept. of Agriculture, Washington, D. C.; price, 10 cents.

## Insurance Notes.

Lightning conductors need not be insulated from the building. Solder should not be used alone for making connections in the conductor, as it might be melted by the heat of the lightning discharge; but all joints should be made electrically and mechanically secure by means of copper connectors.

## Left Electric Light Burn; Plant Saved.

The manager of the Equity Elvtr. & Trading Co. left the extension lights burn in the pit of its elevator at Oberon, N. D., one night. When he opened the house the next morning he smelled smoke. The plant was saved. The Mutual Fire Prevention Bureau writes, "It is an excellent habit to turn off the electricity at the entrance switch when leaving at night. Many operators do this and it has prevented fires from shorts and lights that are left burning and from lightning or high potential running in on the wires. Of course, a properly constructed guard on the lamp would do much to prevent fire unless the guard and all were buried in the dust."

## The Causes of Elevator Fires.

If the cause of every grain elevator fire were discovered and advertised to the elevator operators of the land all would watch vigilantly to safeguard their property from destruction by the same hazard, and what is more, they would involuntarily watch for the known hazards, unless they were suffering from pyromania.

Among the fires recently credited to unknown causes are the following:

### UNKNOWN CAUSES.

G. C. Butler, Albany, Tex., Elevator, June 12, 1925. Insurance Paid—\$13,650.00.  
Farmers Elevator Co., Luray, Kan., Elevator, July 18th, 1925. Insurance Paid—\$5,050.00.  
Maple City Milling Co., Ogdensburg, New York, July 4th, 1925. Insurance Paid—\$23,480.66.  
Oneida Milling Co., Oneida, Tenn., April 4th, 1925. Insurance Paid—\$29,750.00.  
Mulhall Co-operative Grain Co., Mulhall, Okla., Jan. 23rd, 1925. Insurance Paid—\$4,500.00.  
Fischer Flouring Mills Co., Coffee Creek, Mont., Feb. 23rd, 1925. Insurance Paid—\$13,168.39.  
Wheat Growers Elevator Co., Woodward, Okla., June 20th, 1925. Insurance Paid—\$2,635.54.  
Robert Bell, Brookston, Ind., July 11th, 1925. Insurance Paid—\$15,981.32.  
Aunt Jemima Mills Co., St. Joseph, Mo., June 13th, 1925. Fire originated in the exhaust of a stock drier but cause could not be determined. Sprinklers confined the fire to the point of origin and it was extinguished by the City fire department. Insurance Paid—\$666.67.  
Ripley Milling Co., Ripley, Tenn., June 1st, 1925. Insurance Paid—\$118.25.  
Zabel Milling Co., New Albany, Ind., Jan., 1925. Insurance Paid—\$514.21.

The business man's burden, preparing each year an income tax return that will satisfy Uncle Sam, will be one of the principal topics for discussion when the American Institute of Accountants holds its annual meeting in Washington, D. C., Sept. 15. The accountants hope to simplify the process.

## Coaxing Smiles

[Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, care Grain Dealers Journal.]

## A Long System Mill.

Calling on my flour trade last week, I asked a merchant in a small town regarding the flour business, and he informed me, "We have a flour mill here." Being inquisitive, I asked, "Is the mill a long or short system?" His reply was, "I think it is a long system because it opened up about the first of January this year. I have sold quite a lot of its flour and they have never sent me a statement or asked for money."—C. H., Superior.



## Scale and Credit Tickets

Form 51 duplicating, size  $5\frac{1}{2} \times 13\frac{3}{4}$  inches is formed of 100 pages of white bond paper for the 500 original tickets, machine perforated for easy removal, 100 yellow post office paper for the 500 originals which remain in the book and 4 sheets of carbon paper bound in back. Each ticket provides spaces for "Number, Date, Load of, From, To, Gross .....lbs., Tare .....lbs., Net .....lbs. Net, ..... bus., \$. ....Due to ..... or order, .....Weigher.

Check bound, well printed. Shipping weight 3 lbs. Price \$1.25 f. o. b. Chicago.

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## Mutual Insurance

*is operated for profit  
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Several of the largest corporations, Telephone and Telegraph Companies, Public Utilities and others, have adopted the FUNDAMENTAL PRINCIPLE of Mutualization by distribution of stock among their customers.

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## UNIVERSAL Grain Code

Designed especially to reduce telegraph tolls, to prevent expensive errors and to protect the business of grain dealers and millers. Its 150 pages contain 14,910 code words and no two spelled near enough alike to cause an error. Includes Supplement of code words for the new Federal wheat, corn and oats grades.

Code is  $4\frac{5}{8} \times 7$  inches, printed on policy bond, bound in black flexible leather. Price \$3.00.

You can greatly reduce your telegraph tolls by using the Universal. Try it.

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### We Are Still After It.

July and August are heavy LIGHTNING months. If you are not going to ROD or GROUND your metal siding, then let us suggest that you examine your elevator after every electrical storm, and keep in mind that a dirty elevator is more apt to burn from LIGHTNING than a clean one.

C. A. McCOTTER  
Secretary  
Indianapolis  
Indiana



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A Legal Reserve Mutual Fire Insurance Company





# Grain Handling Equipment

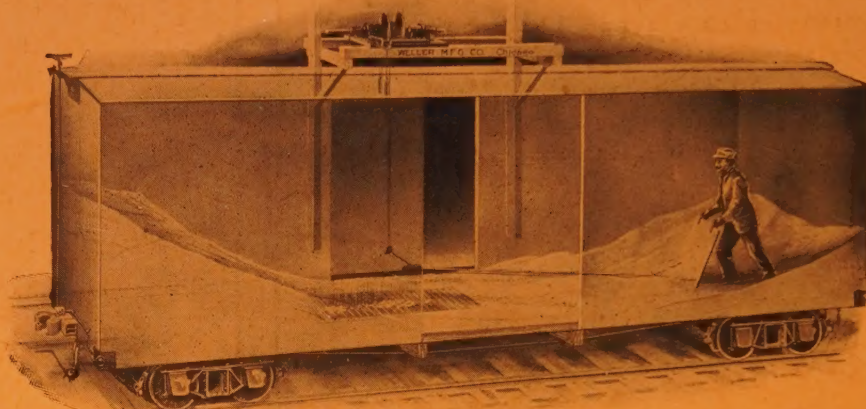
*The Machinery With a Reputation*

**For Long Life and Low Maintenance Cost**

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## **WELLER POWER SHOVEL**

**Without  
Counter Weights  
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Counter Weight Rope  
Less Noise  
Less Vibration  
Requires Less Space Than  
Any Power Shovel on  
the Market.**



It is positive in action and never misses engaging the clutch. The driving pawl is of steel forged and hardened.

The driving mechanism is entirely enclosed, located within the winding drum. The clutch is designed so that when engaged it drives with area of the surface. This is 6 inches instead of about 1 inch as in all other makes this reduces the wear to a minimum.

The winding drum is centrally located in the supporting frame, so there are no right or left hand required.

It has few parts, is less liable to breakage on account of compact design and the liberal use of steel in the small parts.

The possible rope travel is 100 feet which

is about double that of any other shovel. It will pull at any point the shovel is stopped and it requires less effort on the part of the operator.

It is shipped ready to install so time is saved in erection—all that it is necessary to do is to secure the shovel in place and attach the power.

While power shovels were originally designed for handling grain, they are being used for unloading coal, lime, sand, gravel, cement, cotton seed and other bulk. Materials from box cars are also used for reclaiming.

The Weller Shovel is fully protected by patents and on the later improvements the patents are pending.

*Prices and Literature on Request*

**We manufacture a complete line of grain handling equipment.**

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